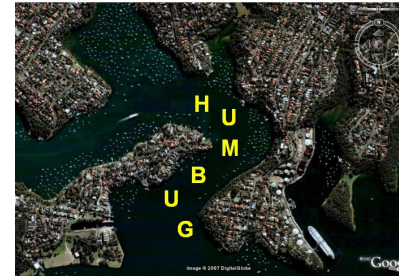


## Greenwich Flying Squadron



Clubhouse: Bay Street Wharf, Greenwich. PO Box 5092 Greenwich 2065. Phone/FAX 9436 1901.

Web Site: [www.gfs.org.au](http://www.gfs.org.au)

Saturday: Keelboat Racing - Mixed Divisions and Etchells' Class

Sunday: Sabot and Laser Classes – Winter Races

Keelboat Cruising Division.



Ho Ho Ho Happy Holiday Season

## *Editor's Comment.*

The 2008-2009 spring season has passed with sailing in a variety of conditions. Possibly one of the more notable moments was the southerly buster on the 3<sup>rd</sup> of December when in a few seconds the wind changed 90 degrees from about 8 to 30 knots, testing both boats and crews. Our time keepers were also under pressure with a whole fleet arriving together at the finish.

Again we have several articles containing important issue for all of us in the club from our commodore, sailing secretary, twilight captain and others, so enjoy good reading leading up to the Holiday Season.

Please note the social night the 28<sup>th</sup> February which promises to repeat the successes of the previous social get-togethers at the club.

As this is the last issue of Humbug this year I wish all of you good sailing, a very Merry Christmas and a Happy New Year.

Johan Brinch

Dolphin II

Contributions welcome to

[gfishumbug@bigpond.com](mailto:gfishumbug@bigpond.com)

PS. , For those who may be using the club over the holidays it would be useful to brush up on the House Rules found at the following web address (GFS website)

<http://www.gfs.org.au/Club%20Information/House%20Rules.pdf>

## *Commodore's Cockpit.*

Summer is here and our sailing activities are in top gear with good fleets sailing in both the Twilights and Juniors. For this edition of Humbug I will be brief on club related matters and spend a bit of time letting you know about my preparations for Hobart – Yes I am silly enough to go again!.

### ***Club Matters***

#### **Navigation lights**

We had a visit from the Water Police a couple of weeks ago and six yachts were spoken to about either not carrying navigation lights or not having them turned on after sunset. This is a serious matter and safety breeches of this kind could jeopardise our entire racing calendar. On this occasion the Police were feeling kind and we got away with a warning.

#### **Ferries**

We all love our racing and we do want to do well but when we race we all commit to sailing by AYF rules and Maritime Rules on Sydney Harbour. This means that we must give way to ferries. Ferries have right of way and with a little bit of forward thinking they can mostly be avoided. In recent times crews have had altercations with ferries where some unpleasant words have been exchanged. To my mind this is unacceptable and it paints our club in a very poor light with the ferry operators and the general public. To avoid this in future please have one of your crew keep a lookout for ferries and do give way. If you have an awkward situation arise a wave, apology and a smile goes a lot further than a berating of the captain.

#### **Clubhouse Improvements**

I would like to thank Al McIver and Steve Roberts for the great job they have done to freshen up the kitchen. The new cupboards look great and function well.

## **Insurance**

If you are racing in our club your boat must be insured to protect anyone you might collide with. Poor Rod Stewart has a hell of a time chasing people for insurance forms so please help him out by sending a copy of your renewals to him when your policy rolls over.

## ***Cruising***

I will be doing the Hobart again this year so there is no plans for an official cruise, however several people have expressed their interest in having an informal catch-up on Broken Bay after New Year. At this stage I plan to sail to Broken Bay on January 3 and I understand that Hoodwinked (Al & Sue McIver), IFRIT (Don Ridley), Time-Out (Judy & Steve Roberts), Legende (Bill & Elaine McLoughlin), True Colours (Donna & Martin Sheppard) and Cipriani (Denis and Di Lane) intend to sail up also. Weather permitting, we intend to raft-up in Jerusalem on the eve of the 3rd of January and we will then make plans for a meeting later that week. Every club member is welcome to join us and no boat is too small. I have spent many nights on Endeavor 24's and J24's so start making plans. For those that don't sail offshore you will love the "True Breeze".

For the passage up, we will plan to meet near the club at about 10am on the 3rd and both Bill and I will be monitoring Channel 72 and our mobiles if you want to contact us. Watch the header on our website for any updates on the cruise and please call me if you are keen to join us.

## ***Christmas***

Christmas is a very special time of year and I do hope that even though we are in uncertain times you are all able to have a little Christmas cheer and enjoy some time sailing. The club is yours to use and I hope to see a lot of you around the club in coming weeks. For those cruising or racing further afield I wish you good weather and safe sailing.

Merry Christmas

Martin Sheppard

Commodore

## ***Sydney to Hobart 2008 – A change of pace***

Those that read my account of the 2007 Sydney to Hobart last year will remember that I raced on the well credentialed Stormy Petrel. For 2008 I have jumped to a new rocket ship, a Sydney 47CR named "St Jude".

Below is an extract from that article I wrote on Stormy last year with some details about Stormy Petrel and a photo. Following on from that is a photo of St Jude and some information contrasting her with Stormy.

"Stormy Petrel was built in the late 60's, and she is a classic Sparkman and Stephens designed 36 footer with a modified Swan deck. Her hull is GRP and the deck timber. Stormy has had an illustrious career spanning 38 years since being built originally for Charles Curran (Owner of the yacht Sydney). After damage to the boat in her first Hobart, the boat is rumoured to have been acquired cheaply by Syd Fischer who skippered her to victory in the 1971 One Ton Cup in New Zealand. Stormy's first Hobart was in 1970 and the recent Hobart was her 10th".



## Stormy Petrel – S&S 36



(Stormy Petrel at the CYCA on Christmas afternoon 2007)

### Hobart #2

After competing in the Hobart last year my inclination was not to race this year but rather, sit on my boat at Smith's Creek and drink beer.

However, after roping my brother Derek into the Stormy Petrel campaign last year, he decided he would return the favour and he connected us with a newly formed crew on a brand new Sydney 47CR – St Jude. The owner, Noel Cornish was looking for a like minded group of people (10 in all) to commit to his new boat for a Hobart campaign. After a sail with the new crew and a few beers the team was formed and the image of drinking beer in Smith's for New Year suddenly faded. The prospect of sailing on a new "big" boat with such different characteristics to Stormy Petrel really excited me.

You can see from the photo below that St Jude is a vastly different boat to Stormy Petrel. St Jude is almost 50 feet long, draws 3.2 metres, is constructed of full carbon and runs asymmetrical spinnakers and non overlapping headsails.

## St Jude in race mode



Sydney 47CR regatta – October 2008 – MS on headsail trim

Warm up races for the Hobart have included the CYCA Short Ocean Pointscore and the only long qualifying race we have done is the Cabbage Tree Island race – 180nm. In the warm up races our performance has been pretty average, in part due to a new crew but also because we have been getting the boat sorted out, testing gear and learning how to sail her. In particular, keeping her going fast off the breeze has been a real challenge. In the main the conditions have been light and with asymmetrical kites we are always trading off height and speed. We are learning though and to windward we are on target speeds and getting better down wind.

We have 10 in the crew and plan to operate 3 watches of 3 people and with a floating Navigator. Our watches comprise 3 hours on, 3 on standby and 3 off watch. On this boat we will always need as many on the rail as possible as crew weight really makes a difference. We are all praying for some running conditions as there will be very little sleep when we are hard on the breeze.

I am genuinely excited about the Hobart on this boat. She is well set up, tough and capable of speeds well in excess of 20 knots.

### About the boat

St Jude was launched in December 2007 and is race ready. She has twin helming stations, a deep lead keel and bulb, rod rigging, carbon hull and full set of North 3DL sails. She is equipped with state of the art technology and has real time internet running 24/7 for continual weather and navigation updates. She is a great Australian made product and she was constructed in Nowra, NSW by Sydney Yachts.

The boat won its first outing and has shown real potential since. I am sure that Noel Cornish will have great success with her but for now we are very focused on getting her ready for Hobart and learning how to sail her fast.

## Next instalment

All going well we will make Hobart well before New Year and I will be telling tall tales in Jerusalem Bay on the 3rd of January. If you are interested in tracking our progress during the race you can Google "Rolex Sydney to Hobart" to get to the official website and then you can monitor where we are on Yacht Tracker. This technology provides real time positions for all the boats.

## *Tribute to Graeme Woodhouse.*

Keith Tierney, Geoff Molesworth and Roger Gee (Representing GFS) attended the Memorial Service for Graeme Woodhouse on Thursday 23rd October at Banjo Patterson Restaurant. The date marked two months since he last made contact with anyone and is presumed lost at sea. GFS has sent flowers to Graeme's wife Suzanne.

Graeme grew up on the North Shore, went to school at Shore and joined Qantas as a Cadet Pilot. He progressed through the ranks retiring as a captain on the B747-400 earlier this year. During the service it was made clear how Graeme was always enthusiastic about whatever he tackled and sailing was no exception. He raced his North Shore 27 "Stag" in the Twilights with GFS.

Graeme and a friend, Bruce Glasson, sailed from Tahiti to Fiji then on to Noumea and were heading for Brisbane and were about 150 miles off Maroochydore when they were subjected to gale force winds and huge seas. Their 12.8m yacht was knocked down but they spoke to Australian Customs on the 23rd August saying that they were not hurt and were now running in a NW direction with long lines out the back to slow the vessel down. Nothing has been heard from them since.

Graeme is survived by his wife Suzanne, his daughter and two sons.

Roger Gee

## *Sailing Secretary's note.*

### ***Racing Rules of Sailing 2009 – 2012.***

This is a quick look at what are perceived to be the major changes from the 2005 – 2008 rules.

By far the most significant change is the major revision in the rules that govern boats at marks and obstructions (and some related definitions). Basically rule 18 has been totally re-written to apply at marks and is called Mark Room with Rule 19 and Rule 20 being concerned with Obstructions

## **SECTION C**

### **AT MARKS AND OBSTRUCTIONS**

Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them. When rule 20 applies, rules 18 and 19 do not.

### **18 MARK- ROOM**

#### **18.1 When Rule 18 Applies**

Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. However, it does not apply

- (a) between boats on opposite tacks on a beat to windward,

- (b) between boats on opposite tacks when the proper course at the mark for one but not both of them is to tack,
- (c) between a boat approaching a mark and one leaving it, or
- (d) if the mark is a continuing obstruction, in which case rule 19 applies.

## 18.2 Giving Mark-Room

- (a) When boats are overlapped the outside boat shall give the inside boat mark-room, unless rule 18.2(b) applies.
- (b) If boats are overlapped when the first of them reaches the zone, the outside boat at that moment shall thereafter give the inside boat mark-room. If a boat is clear ahead when she reaches the zone, the boat clear astern at that moment shall thereafter give her mark-room.
- (c) When a boat is required to give mark-room by rule 18.2(b), she shall continue to do so even if later an overlap is broken or a new overlap begins. However, if either boat passes head to wind or if the boat entitled to mark-room leaves the zone, rule 18.2(b) ceases to apply.
- (d) If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not.
- (e) If a boat obtained an inside overlap from clear astern and, from the time the overlap began, the outside boat has been unable to give mark-room, she is not required to give it.

## 18.3 Tacking When Approaching a Mark

If two boats were approaching a mark on opposite tacks and one of them changes tack, and as a result is subject to rule 13 in the when the other is fetching the mark, rule 18.2 does not thereafter apply. The boat that changed tack

- (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the mark on the required side, and
- (b) shall give mark-room if the other boat becomes overlapped inside her

## 18.4 Gybing

When an inside overlapped right-of-way boat must gybe at a mark to sail her proper course, until she gybes she shall sail no farther from the mark than needed to sail that course.

Rule 18.4 does not apply at a gate mark.

## 18.5 Exoneration

When a boat is taking mark-room to which she is entitled, she shall be exonerated

- (a) if, as a result of the other boat failing to give her mark-room, she breaks a rule of Section A, or
- (b) if, by rounding the mark on her proper course, she breaks a rule of Section A or rule 15 or 16.

# 19 ROOM TO PASS AN OBSTRUCTION

## 19.1 When Rule 19 Applies

Rule 19 applies between boats at an obstruction except when it is also a mark the boats are required to leave on the same side. However, at a continuing obstruction, rule 19 always applies and rule 18 does not.

## 19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an obstruction on either side.
- (b) When boats are overlapped, the outside boat shall give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began.
- (c) While boats are passing a continuing obstruction, if a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction and, at the moment the overlap begins, there is not room for her to pass between them, she is not entitled to room under rule 19.2(b).



While the boats remain overlapped, she shall keep clear and rules 10 and 11 do not apply.

## 20 ROOM TO TACK AT AN OBSTRUCTION

### 20.1 Hailing and Responding

When approaching an obstruction, a boat sailing close-hauled or above may hail for room to tack and avoid another boat on the same tack. After a boat hails,

- (a) she shall give the hailed boat time to respond;
- (b) the hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat room to tack and avoid her; and
- (c) when the hailed boat responds, the hailing boat shall tack as soon as possible.

### 20.2 Exoneration

When a boat is taking room to which she is entitled under rule 20.1(b), she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

### 20.3 When Not to Hail

A boat shall not hail unless safety requires her to make a substantial course change to avoid the obstruction. Also, she shall not hail if the obstruction is a mark that the hailed boat is fetching.

As these are areas of concern for GFS sailors especially where islands are used as marks please take the time to consider the implications.

The full set of new rules can be viewed and downloaded at <http://www.sailing.org/rrs>.

pH

## Saturday Sailing Results

Division 1													
Sail #	Yacht	Skipper		Race1	Race2	Race3	Race4	Race5	Race6	Race7	Race8	Total	Total - 2 worst
		First	Family										
AUS 152	Gatsby	John	Amos	7	20	8	3	3	9	6	4	60	31
4579	Out of Africa	Harvey	Porter	20	20	20	20	20	20	3	20	143	103
4848	CavSav	Nelson	Gaskell	4	20	7	8	20	8	2	6	75	35
5417	Kirralaa	Jefferson	Smith	20	20	0.75	6	4	5	20	5	80.75	40.75
AUS76	Indulgence	Robin	Bradley	20	20	20	20	5	6	7	7	105	65
6370	Young Obsession	Paul	Stubbs	20	20	20	20	2	2	20	3	107	67
1531	Flair	Phil	Hare	3	20	3	2	0.75	3	5	2	38.75	13.75
28	UmzimKulu II	David	Leslie	20	20	4	0.75	20	10	20	20	114.75	74.75
AUS	Waterhound	Ralph	Pickering	20	20	20	20	20	7	20	20	147	107
5149	Scorpio	John	Moffatt	6	20	3	7	20	20	4	0.75	80.75	40.75
5786	Madeleine	Terry	Daly	2	20	6	4	20	4	0.75	20	76.75	36.75
6325	Zig Zag	David	White	0.75	20	2	20	20	0.75	3	3	69.5	29.5
807	The Saints	Bruce	Hilliard	20	20	4	20	20	20	20	20	144	104



### Etchells Scratch

Sail #	Yacht	Skipper		Race1	Race2	Race3	Race4	Race5	Race6	Race7	Race8	Total	Total - 2 worst
		First	Family										
AUS 8	Going Grey	David	Wells	20	20	20	20	20	4	6	20	130	90
AUS 20	Eggshells	Michael	Coleman	3	20	4	6	4	20	3	20	80	40
AUS 44	Forte Forever	David	Baker	3	20	20	5	6	3	5	20	82	42
AUS 59	Pacific Edge	Peter	Downs	4	20	20	3	2	20	7	3	79	39
AUS 98	WGARA	Malcolm	Blomfield	20	20	3	2	5	2	0.75	2	54.75	14.75
AUS 250	Raptor	Rob	MacAuley	2	20	2	4	3	0.75	4	4	39.75	15.75
AUS 286	Joka	Warren	Welch	20	20	20	3	20	20	20	20	143	103
AUS 302	Serendipity	Richard	Joy	0.75	20	0.75	0.75	0.75	3	2	0.75	28.75	5.75

### Etchells Handicap

Sail #	Yacht	Skipper		Race1	Race2	Race3	Race4	Race5	Race6	Race7	Race8	Total	Total - 2 worst
		First	Family										
AUS 8	Going Grey	David	Wells	20	20	20	20	20	3	5	20	128	88
AUS 20	Eggshells	Michael	Coleman	3	20	4	20	2	20	2	20	91	51
AUS 44	Forte Forever	David	Baker	3	20	20	5	6	4	6	20	84	44
AUS 59	Pacific Edge	Peter	Downs	4	20	20	2	0.75	20	7	3	76.75	36.75
AUS 98	WGARA	Malcolm	Blomfield	20	20	3	3	5	2	0.75	2	55.75	15.75
AUS 250	Raptor	Rob	MacAuley	0.75	20	1.38	4	4	0.75	4	4	38.88	14.88
AUS 286	Joka	Warren	Welch	20	20	20	3	20	20	20	20	143	103
AUS 302	Serendipity	Richard	Joy	2	20	1.38	0.75	3	3	3	0.75	33.88	10.88



## *It was the twilight before Christmas.....*

As Christmas rapidly approaches it is time to reflect upon the year that has past.

In a time of global uncertainty it is reassuring to see that the spirit of Twilight sailing is alive and well. There could be no better litmus test than on a wet and cold summer evening having over 50 boats racing and the vast majority returning back to the club house for dinner.....Our humble boat shed alive with the aroma of the BBQ, the clinking of beer and wine glasses and the “hub bub” of stories of encounters on the water.....

Our season has been extended this year in line with the changes in Daylight Saving. With over 100 boats registered for twilight racing, we have been averaging about 50 - 60 boats an evening with around 150 people coming back for a meal. The racing has been competitive and close with old rivals taking up the challenge again....and new boats finding their pecking order. Boat bottoms seemed to be being scraped on a regular basis and new sails are appearing on more and more boats. We have also seen a number of new boats this season, particularly in Blue Division. A series of unusual weather patterns has made course setting challenging. Apart from one particular evening where the wind dropped out completely the course setting has been pretty well spot on.



Post race barbeque always well attended



The Rules Night was also well attended. We were privileged to have Lister Hughes from Yachting Australia take us through the rules from basic Port and Starboard rules to mark rounding, calling for water and an introduction to the new rules which take effect from the 1.01.09. It was refreshing to see however that the underlying message in all of this was safety and regards for your fellow sailors.

A special thank you our Social Secretary Ross Taylor who has worked hard this year tweaking our menu, wines and salad presentation. The wines in particular from our sponsor Back Vintage have been a great success. We are already looking forward to the Social Night he is arranging for the 28th February 2009. Please set aside this night in your diaries it is always one of the highlights on the calendar.

It was a privilege to continue the tradition of The YOTS on the Water. Not only did the kids have a tremendous time (and one of the highlights of their year) but I feel many of us at the club benefited as well. Thank you to all the skippers who assisted in taking the kids on their boats. I would also like to give a big thank you to Chris Gaskell who coordinated the evening.



Our 11<sup>th</sup> YOTS event

Our thoughts this Christmas go out to the family of Graeme Woodhouse (Stag) who was a Twilight Sailor with our club who was tragically lost at sea with Bruce Glasson.

Our thoughts also go out to the Ray Vaughan and his family "Living the Dream" in Sailmaker IV, who are making a remarkable journey up the coast, running aground (twice?), whale spotting, island

hopping, sabot sailing and much much more.....You can follow their remarkable journey from links on the GFS website.

Thank you for all the support from everyone who has made being Twilight Captain a pleasure and privilege. A special thanks for must be made to;

- Boat Audits – Rod Stewart
- Starters – Fiona Robertson and Elizabeth Nash
- Caterers – Double D Café – Deb, Dee and Tori
- Start Buoy Setter- John Wood and Hans Kannegieter
- Duty Roster – Hans Kannegieter
- Social Secretary – Ross Taylor
- Handicapping and General all round support – Harvey Porter
- Course Setting – Keith Tierney and Harvey Porter

Wishing you all a very Merry Christmas

Michael Armati  
Twilight Captain

### ***Risk and Safety Matters***

The response to boat audits and insurance this season has been very good, a real improvement over recent years. That said, we still do not have 100% of the fleet, those that nominated for racing at least, audited or with proof of insurance. Please either get your boat audited or confirm that you won't be racing after all. Preferably that you will be!

It is worth noting that new legislation, or regulations, came into being on 1 July this year to the effect that all boats over 8 metres length must carry a 406 MHz EPIRB if beyond two nautical miles of the nearest land. I'm still trying to find the actual legislation/regulation but am going on an article in "Cruising Helmsman" plus the NSW Government website. Worth noting if you sail offshore.

Rod Stewart

### ***Sabots – Update***

GFS Sabots is having a good season with races progressing most Sndays  
(Ed for Rich Imlay)

### ***Junior Sailing.***

Useful information can be obtained from the following websites:

<http://www.gfs.org.au>   <http://www.sabot.com.au>,   <http://www.sabot.au.com>

***GFS Web Site:*** [www.gfs.org.au](http://www.gfs.org.au)

It is important to regularly check the club web site. There are results to check, club information, rosters, and warnings of up-coming events.



GREENWICH FLYING SQUADRON INC.  
Bay Street, Greenwich NSW 2065

#### HOUSE POLICY

When our restricted licence permits the club to serve alcohol, Greenwich Flying Squadron Inc. has a policy to serve patrons in a responsible, friendly and professional manner.

Our staff are on hand to assist patrons in their decision to drink alcohol in moderation and where appropriate avoid the dilemmas of combining drinking with driving. Staff will not serve any person under the age of 18 years or any patron to an intoxicating level.

The Committee wishes to encourage patrons to enquire about our range of low and non-alcoholic drinks, our food menu and our safe transport program.

*Please support our club's sponsors.*



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