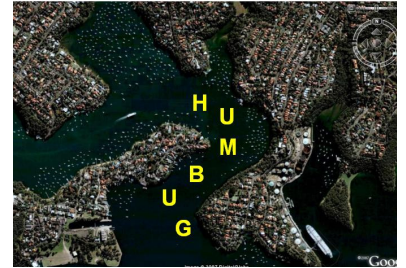


Greenwich Flying Squadron



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

Web Site: www.gfs.org.au

Saturday: Keelboat Racing - Mixed Divisions and Etchells' Class

Sunday: Sabot and Laser Classes – Winter Races

Keelboat Cruising Division.



Happy Holiday Season

Editor's Comment.

The 2009-2010 spring season has passed and summer season is on with the last race seeing nearly the whole fleet with reefs in the sails. What a blast in close to race cancellation conditions. Dolphin II never saw so much water in the cockpit with the intrepid crew doing their best to tail and winch under the flow!

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.

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

gfshumbug@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.

As 2009 speeds to an end GFS goes from strength to strength. I am happy to report the Club is in fine shape. The sailing and social activities have been good humoured and largely free of incident. The Clubhouse is in excellent condition, and financially the Club is strong. The Committee is experienced and working well together. Most of all, it is obvious from being around the deck that people are enjoying their sailing and the post-sailing conviviality. Attendances are up at twilights with more than 60 boats sailing every week and the deck is crowded on Wednesday evenings.

Through the pre-season and season the Committee has been working through issues which affect the culture of the Club. In this context the Committee decided in October that two existing members with boats longer than 40 feet could race those boats with the Club while maintaining the moratorium on other big boats. The moratorium was partly on the basis of safety and partly in the interests of preserving the existing atmosphere. Even a small number of big boats with large crews would change the atmosphere on Wednesday nights.

Similar issues have come up in relation to sponsors. Each of our sponsors is connected with, and committed to sailing. We are grateful for their support and pleased to be associated with them. We have had to balance the interests of sponsors with the voluntary and non-commercial nature of the club.

The issues that have arisen in relation to sponsorship are issues we are pleased to have – the Club has more sponsors and more sponsorship than ever before, - but there are real issues and the Committee is working through where and how to balance the various pressures to continue the current happy and successful Club atmosphere. The fact is that GFS has avoided many of the problems that have beset other sailing clubs and we are planning to stay on track. Let us know where you think we can improve.

One thing that gives me particular pleasure is that GFS is giving something back. For the 12th year there has been successful involvement with Youth Off The Streets. It was also great to see an old salt, Don France, return to the club to celebrate his birthday. The joy in this occasion highlighted the role that GFS plays in bringing people together. This has particular meaning at this time of year.



I hope everyone is having as much fun with their sailing as I am. Finally, I would like to wish all members and their families and friends a safe and happy festive season.

I look forward to seeing everyone at the Club in 2010.

Gordon McGrath
Commodore

Sailing Secretary's note.

Spring (the series) is over! For those who need reminding here are the results.

Etchells results were –

Scratch	1	Seredipity
	2	WGARA
	3	Raptor
Handicap	1	Seredipity
	2	WGARA
	3	Raptor

Yes, more than 3 boats sailed!

Mixed Division

Handicap	1	Scorpio
	2	CavSav
	3	Flair

We have now entered a new era for GFS Saturday racing with the Summer Handicap Series. Actually it's 'Back to the Future' as GFS had handicap starts many moons ago – no Saturday sailors will admit to being around or alive when Al's spinning numbers signalled the start. Now we are reduced to a clothes rack and turning pages. However, the 'Twilight Girls' have added not only precision but also beauty to our starts.

The handicap countdown has meant several changes to the lives of regular Saturday competitors. Those with long handicaps have been forced to have early breakfast to be on their boat ready for the start. On the other hand the Etchells group has been seen enjoying long leisurely lunches in local cafes and restaurant prior to their later start. Due to the smallish handicap numbers on the clothes rack local optometrists have recorded an upsurge in trade.

My vision for a twilight type finish with 20 yachts crossing the finish line at once is yet to be realised. If anyone else is contemplating joining this thrill of the chase-style racing you need a handicap number which I will be happy to supply. We sail twilight courses (but with spinnakers). The start procedure is below.

Starting Sequence		
PT (1.15pm)		Club Pennant raised Sound Signal
PT + 5 min	Warning Signal	Yellow Pennant raised Sound Signal *
PT + 6 min	30 minute handicap yachts' Preparatory Signal	#30 displayed
PT + 7 minutes	Start 30 minute handicap yachts	#29 displayed
Then at 1 minute intervals until all competitors have started	Each yacht's Preparatory Signal will be the appearance of the number corresponding to the yacht's handicap. Each yacht's start will be the DISAPPEARANCE of this number.	

* There will be NO further sound signals after the warning signal

The Etchells continue to be revolting and all start on the drop of the number 1.

General sailing has been very competitive this season with point scores all being close. However, there have been several outstanding sailing feats by Saturday sailors for the 2009-2010 season which deserve special mention. Silversmiths are currently crafting suitable works of art to commemorate these achievements.

So far we have –

The Mooring award to Young Obsession for their obsession with very large moored wooden cruising boats.

The Bird-Watch award to Flair for landing on Cockatoo Island during the recent Comedy Festival.

The Bent and Broken Stick award to Beware of the Dog for sailing so fast the mast broke and spinnaker pole bent.

The Howzat award to Hat Trick for establishing mooring and slipping facilities on Snapper Island.

The Butcher's award to Raptor as a result of being 'T' boned at Spectacle Island by a 80 yr old PRSC competitor in a mini-Etchells.

My apologies if I have failed to notice any other suitable demonstrations of sailing finesse.

Finally, may I wish you all a safe holiday season, joyous Christmas and a very happy New Year.

pH

Handicap Starts for Twilights

Several skippers have raised the possibility of occasionally having a handicap starting sequence for twilight racing.

This format is used by most of the other sailing clubs, at least those situated east of the harbour bridge, for their twilight racing programs.

There are several ways the format can be arranged. One system is to give each yacht an actual starting time so that the slowest boats in each division may start at say 17.45hrs with the rest of the fleets starting in groups at various times after that time with the fastest starting at say 18.30hrs. This method requires all yachts to have accurate coordinated timepieces.

Another method is to sound a warning signal at say 17.45hrs and one minute later the starters sound again and display countdown sheets on the clubhouse deck with the numbers starting at say "30". Every minute thereafter the starters flip the numbers over on a countdown sequence so that a yacht will start on the fall of its handicap number i.e. if a yacht's handicap is "10" then it starts when "10" is flipped over to "9". This second system is probably the one best suited for GFS. It has been introduced this season for some of the Saturday sailing races at GFS and according to feedback, it has been favourably received.

Under both systems, a yacht will be starting with yachts in other divisions who also have the same handicap starting time but she will still sail the course signalled for her particular division.

The advantages of handicap starting are as follows:

The slower boats have the new experience of possibly being first out of "Humbug" in clearer air with the rest of their division having to catch them.

The slower boats start and finish when the breeze is generally stronger.

The scratch boats and those in between will have a challenge in attempting to catch and overtake the slower boats.

A primary disadvantage will be, if the handicaps are more or less accurate, all boats will finish at the same time and recording the finishing places off the clubhouse will be a nightmare. It has been suggested that this problem could be overcome by mobilising the Club start boat "Pegasus" for these races after everyone has started, and set up a proper finishing line on the harbour just outside of "Humbug".

It is proposed at this stage, the handicap starts could be trailed for the Summer Series next season (2010/2011).

It should be emphasised that it is not intended that handicap starting replaces our current scratch starts but for it to be enjoyed as an occasional alternative procedure.

If anyone wishes to discuss this proposal or has any further thoughts or input, I would be pleased to hear from them.

Geoff Lucas

geoffreyklucas@yahoo.com.au

The Last Twilight before Christmas!

Dear Twilights

It was the last twilight before Christmas. Our pontoon was awash with the colours of red and white Santa hats. There seemed to be more than ever before. Boats were ablaze with lights, there were mince pies, slice and decorations. The little pontoon hummed with Christmas Carols with the skippers and their crews sharing in the Christmas spirit. Iain Murray was on hand to draw a raffle for

all the boats and prizes for the best dressed boat, crew and individual. It was a great honour for the club to present Iain a copy of the First 75 years of the club, as Iain in the early 1970s had also sailed skiffs at the club.

As Christmas quickly approaches it is hard to believe we are nearly at the half way mark of our season, and what a great season it is proving to be. With Maree van Bellen our new Social Secretary at the helm, the Twilights have been taken to a new level.







YOTS

It was a privilege to host yachts again, and the evening was a huge success with skippers and crews having as much fun as the kids and staff. In all there were 10 kids and 7 staff. Summing up the experience for the kids Shadyn made a beautiful speech which affected us all on the pontoon. With the help of Maree and a hamper raffle, the club raised \$500 which was matched by the clubs sponsor Waterbrook. In total a cheque for \$1000 was presented to YOTS, including a gift to all the kids.

Spring Series

With 80 boats across 5 divisions racing on a regular basis the season has been one of the most competitive. Winners on handicap of the spring series include;

Red Division – Adams Eve
 Yellow Division – Red October
 White Division – Happy Halyard
 Green Division – Starfire
 Blue Division – Flashback

The boat to catch for the J24 trophy is Jaytripper with the Cavalier trophy proving a real tussle between Pegasus and Capriole.

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On behalf of all the club I would like to express our sincere gratitude for their continued support.

For all those sailing during the break I wish you safe passage. Good luck for those taking part in the Sydney to Hobart.

Wishing you all a very Merry Christmas

Regards

Michael Armati

Twilight Captain



Sabots - Update

Blustery Conditions see a thrilling end to the Spring Pointscore...Bring on the Summer Pointscore!!

The last weekend in November provided a gripping end to the spring pointscore. With a lumpy, unpleasant and challenging 20 knot NorWester humbug was about as deeply a foreboding place you could be. Particularly if you are a young sabot sailor. Regardless, a strong fleet of intrepid sailors fought off the fear of an up wind launch and braved the conditions.









The first race saw a tightly grouped fleet confronted with a nasty shy to shy gybe at the "top" mark located on the Longueville shore, south of Woodford bay (see pics) which was handled well by all crews. The race was won by Henry Perkes by a slight margin from Nellie Imlay and Ben Suthers.

In the two ups Will Imlay won from the McDonalds. A number of other crews were rescued during this race and consequently the fleet was slightly reduced in races 2 and 3.

Things continued to be challenging in race two and a nasty capsize during the aforementioned shy to shy gybe saw Henry have the first of three capsizes for the race. But...and this deserves a significant mention, knowing the closeness of the pointscore, he dug in, and dug himself out each time in a tenacious effort to finish the race and maintain his chance in the pointscore. He even overcame a spectacular stern over bow cartwheel, which was the first time I have witnessed this in a sabot!!! Race 2 saw Nellie (go the girls!) win from Ben, followed sometime afterwards by a gutsy third from Henry.

It was on again in Race 3 and Henry experienced a few more difficulties as the onset of fatigue jades any skipper, but again managed to dig himself out, including having to retrieve his centreboard after it dropped back through the case when he was turned turtle. Again the race was won by Nellie showing a strong sense of seamanship, by raising her centreboard despite the heavy wind and managing a number of square to square gybes in winds above 15 knots.

As a result the spring pointscore was a dead heat between Nellie and Henry followed by Ben Suthers who has demonstrated remarkable improvement in the first half of the season..The Spring Series Junior Pointscore 2 up was won by Will Imlay, From Sophie and Eloise Ridley and Camilla and Tessa McDonald.

We have now started on the Summer pointscore and the closeness of the racing has been exciting, there are plenty of steely looks and aftward glances as these kids transition from surviving to competing.

As with all sailing. the more you compete, the better you get! Good luck guys and girls!

Report from Social Secretary

It is hard to believe that we are already approaching the half way mark of the sailing season.

As always the sailing has been a lot of fun and the nights back at the club are really buzzing with laughter and tall stories.

I know all our crew (Soul Sister) enjoy the socializing almost as much as the sailing.

In November Waterbrook held an Art Exhibition in conjunction with the Lane Cove Art Society and to our surprise we discovered another "Dutch Master"

Our own Hans Kannegieter and his grandson both had works displayed. Inspired by Water was the theme which suited Hans perfectly.

I tried to get a photo of the artist with his work but he was too modest.

On Wednesday 9th December we had our annual YOTS night.

As in the past the night was a great success.

The weather was perfect and everyone joined in to make sure the kids and their carers experienced the magic that we are all lucky enough to experience every week.

A special thanks to Chris Gaskell for liaising with YOTS and arranging the event.

This year also a special thanks must go to our Sponsors Waterbrook and Oatley wines who generously donated the hamper that was raffled and then matched our funds to enable us to donate \$1000 to the YOTS programme.

I have to share with you the reaction we had from the young 13 year old Aran who sailed with us. He was excitedly looking around as we rounded Goat Island.

He could see the Harbour Bridge and the city and all the other boats and with a huge grin he told us that it was the best night of his life so far.

It again reminds you of how fortunate we all are and why these nights are so special.

Also a thank you to Michael Armarti who always just gets it right and the Double D girls for making the night run so smoothly.





As we come into the festive season I would like to thank you all for making the club a great place to be and wish you all and your families a wonderful Christmas and a happy and healthy 2010.

Remember to mark on your new calendars the 27th February as it will be a great Social nightI promise.

The theme for the night will be "All hands on Deck"

Maree van Bellen

P R O T E S T !!

I've chaired two twilight protest hearings this season. Both have involved boats beating to windward and Rule 10 (port/starboard). Both involved differing versions of events. The panel (myself plus two members) tried to figure the most likely truth and adjudicate accordingly.

Of course, differing versions are presented due to vantage points, recollections and perceptions challenging the panel. I recommend that, once a protest incident occurs, each skipper involved delegate a crew member to note the relevant facts, preferably taking notes and seeking possible independent witnesses.

I'd like to think that in our very harmonious club(?!), with no sheep stations on the line, we won't spoil goodwill by misrepresenting the incident at a protest hearing.

In the first protest (DISMISSED), the right-of-way (starboard) boat was deemed to have tacked to avoid collision earlier than necessary, while the give-way boat was still keeping clear. This is a tricky issue, with boat characteristics and sea/breeze conditions affecting the determination. As a guideline, if the boats become parallel on port with less separation than a boat-length (of the right-of-way boat), I'd say the give-way boat had transgressed. Less than a boat-length in gentle conditions, more if heavy/varying. Obviously, the determination is murkier if the give-way boat tacks immediately or luffs.

In this case, the breeze was gentle and constant in the incident area. Note that a right-of-way skipper is NOT required to assume that the give-way boat WILL tack in time, just because the give-way crew has positioned for a tack and/or someone has called that they WILL tack.

In the second protest (UPHELD), the give-way skipper relied on Rule 16.1, that the right-of-way boat was altering course. There is a common cry of “hold your course” in such situations. Firstly, a right-of-way boat CAN alter course, as long as she gives “room”. It is really important to know the definitions of “room” and “keep clear” (“Blue Book” pp 19, 20). Secondly, the “course” of a beating boat is not a compass bearing but an optimal upwind trajectory. I.e., a right-of-way boat can take its lifts or knocks. Thus it is perilous for a port-tacker to commit to passing just in front, ESPECIALLY in Humbug with its big wind shifts! If the right-of-way boat has to alter helm position to avoid collision, the give-way skipper is on thin ice.

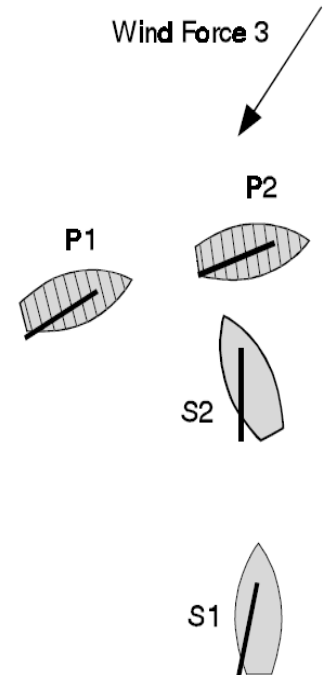
Just a reminder that there are two ways for a protested skipper to avoid the protest hearing, assuming no collision occurred. The first is to self-exonerate ASAP with two turns (one if mark touched) [Rule 44]. The other is to retire, notifying a race official. Disqualification is BAD in the pointscore (SI 22d).

As I requested a few Twilights ago, I'd like numerous members to be available for a protest panel, even if only once, so that the burden can be shared. I'd like to hear Twilight protests ASAP after 8:15 on the incident night (or next Twilight), with eating-during-protest allowed! And I'd like skippers involved in a protest to have sympathy for the VOLUNTEER panellists, trying their best without fear or favour!!

If interested in rule interpretation etc, see the ISAF Casebook, [http://www.isaf.com/tools/documents/Casebook%20updated%2001112007-\[4098\].pdf?PHPSESSID=9162b6b16021b12183e9a5abc3bbfc2b](http://www.isaf.com/tools/documents/Casebook%20updated%2001112007-[4098].pdf?PHPSESSID=9162b6b16021b12183e9a5abc3bbfc2b)

Fortunately I have access to some internationally-qualified umpires for guidance.

Richard Kelly, Protest Officer



A 'FIRST' FOR GFS!

On a beautiful evening in December Geoff and I were privileged to visit GFS, together with approximately 50 relatives and friends of Johan and Sandra Brinch, where we all enjoyed a soiree performed by the Barbirolli String Quartet.

The Quartet comprises

Rakhi Singh (violin)
Katie Stillman (violin)
Ella Brinch (viola)
Ashok Klouda (cello)

Ella is the daughter of GFS member and *Humbug* Editor Johan Brinch and his wife Sandra (yacht *Dolphin II*)

The Barbirolli Quartet was formed in 2003 at the Royal Northern College of Music in Manchester where the four players were students at that time, and is based in London. These young people, all aged between 25 and 30, have gone on from strength to strength musically - for a run-down please see their website:

<http://www.tashmina.co.uk/artists/the-barbirolli-string-quartet/>



A brief extract from above website reads: *"In 2008 The Barbirolli Quartet's achievements included winning a Tunnell Trust Award, being chosen for the Countess of Munster Musical Trust Recital Scheme and, most prestigiously, their selection by the European Concert Halls Organisation (ECHO) for inclusion in the 'Rising Stars' series. Following their nomination by the UK members of ECHO, this tour of Europe's leading concert halls in 2009-2010 took, and will take, them to cities such as Paris, Amsterdam, Cologne, Barcelona, Athens, Stockholm and Salzburg and will also include a recital at Birmingham Town Hall in the UK."*

Katie (violinist) told me that in 2010 on above tour in Salzburg, Mozart's birthplace, they will be playing Mozart's music - what a highlight!

The Quartet has just completed a tour of New Zealand.

On this unique occasion at GFS we were greeted with a glass of bubbly before the Quartet performed against the beautiful backdrop of the Lane Cove River. First item played was Beethoven's String Quartet Opus 18 No. 5 followed by Debussy's String Quartet No.2 composed in 1892 - at the brief interval between these works Ella glanced westward across the deck and announced "I think this is the nicest venue we have played in...!!!!!!."

GFS was transformed by silver buckets full of Christmas Bush and Hydrangeas and silver and gold lights and after the recital guests mingled with the artists over drinks and nibbles. Amongst other



goodies was a superb cake called a "kransekake" (wreath cake) adorned with flags from Norway India, UK, Czechoslovakia, Wales, Ireland, Canada and Australia representing the countries from which these four Quartet members had evolved!

Altogether a memorable performance specifically and evening generally! Our best wishes go with these remarkable young musicians.

Rosalie Lucas

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

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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