

Greenwich Flying Squadron

e - Humbug

Members' Newsletter

June 2009



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.

Editor's Comment.

Winter is on us with the winter series on track but generally the sailing activities are a bit slower than in the peak of the season. So what better than recognizing all those who have participated in the races including prizes to those skilled (or lucky) enough to get into the lead during the seasons.

Well done everyone.

Humbug also gives a great thanks to Martin for his contribution as Commodore.

Then there are new rules to learn with the update of the sailing instructions, a membership reminder and interesting history relayed by Gordon from our patron John Nottley.

Finally two contrasting sailing stories for those inclined to cruising. Hopefully interesting reading for these dark winter evenings.

Johan Brinch

Dolphin II

Please remember the GFS AGM at 20:00 (8pm) 21 July 2009



Commodore's Cockpit.

This Humbug will be my last as Commodore as I will be standing down at the AGM on 21 July. After two years as Twilight Captain and four as Commodore I will leave the post, hopefully with things in reasonable order. I have thoroughly enjoyed my time on the Committee and I can assure you that the club is in great shape and that the current committee members are both diligent in fulfilling their duties, passionate about the club and particularly skilled in their respective roles. Thankyou to all on the committee.

The winter months have seen much activity including the issuance of membership renewal notices and the preparation of next year's racing calendar, race instructions and courses. The committee is also working through the aquatic licence application process, renewing our event liquor licence and insurances. In three weeks time (21 July) we will hold the Annual General Meeting to consider the financial statements and to elect the committee for next year. I encourage you all to attend.

There are just a few matters which I would like to bring to your attention this month.

Clubhouse matters

Painting

The clubhouse is in the process of being painted and the lighter shade of colour looks fantastic. The painter has done an exceptional job including sanding and filling any damaged timber. I hope you like the colour.

Shutters

The large steel shutter on the front window had rusted badly and was at risk of falling and hurting someone. The heavy shutter made the entrance way quite dark and because it was so heavy it was seldom removed. As an improvement we are installing a roller shutter which should be far more user friendly.

Course boards

Al McIver has had the course boards modified so that they hang off the railing of the club. This will make them safer and hopefully more visible from the water.

Boat length limit for twilights

The committee has considered this issue twice in recent years and on both occasions resolved not to accept entrants in the twilight races of boats longer than 40 feet. This club rule remains in place. The decision was made having regard to the following;

- Our Aquatic Licence (NSW Maritime) imposes certain responsibilities on the committee to conduct races responsibly and with a mind to safety;
- Our starts are in a tightly restricted waterway and our courses necessitate boats of very different sizes and performance characteristics passing in close proximity;
- Recent litigation relating safety incidences involving yachts has focused keenly on the actions of organisers and their attention to safety;

With this as a background the committee felt it necessary to impose a length limit on vessels competing in our events. A key concern was an accident involving say a 50 foot 15 tonne vessel hitting a light displacement Etchells. This could result in serious injury or even death. The committee recognises that not all risk can be eliminated from our sailing events but as a committee we did feel it difficult not to impose a reasonable restriction on the size of vessel racing in the Lane Cove River.

I know that this rule is difficult for some of our members, but I fear that the only way we could get around this issue would be to start our racing out in the area just East of Cockatoo Island, but this

involves far more resources including start boat operators and the like and there is currently not the resources to pursue this for Wednesday night racing.

Please do note that this restriction does not apply to Saturday racing.

I do hope you enjoy the rest of the “quiet” season and for those racing in the GFS winter races on Saturday or the CYCA series on Sunday good luck for the remaining races.

All the best.

Martin Sheppard
Commodore

The very cold Winter Sailing Secretary Report

Winter Series.

All Yachts registered for the Saturday and Twilight Series are eligible to enter the Winter Series.
The starting sequence will begin **1230 hours**

Remaining Races

Month	Date	Event
June	13	Winter Series Race 4
	27	Winter Series Race 5
July	11	Winter Series Race 6
	25	Winter Series Race 7

The series is a combined start for all competitors using the Blue Flag.

Results of the races sailed so far are on the web site. Race 2 was abandoned due to a severe Westerly. Incredibly the size of boats in Race 3 ranged from 23 ft to 44 ft.

The skippers are doing well to cope with 2 delayed starts. Check the Sailing Instructions if you are unclear of the flag signals and the procedure.

Changes for 2009 – 2010.

The draft program for the 2009 -2010 season was sent out with the AGM notice and Fees Notice. You may have noted two innovations –

1. Twilight Safety Audits are on a Wednesday afternoon and evening with the traditional BBQ at the club. Please try to be available to have your boat checked (see below).
2. A fifth ‘sports boat’ division (Yellow) for Twilights
3. Changed starting procedure for Twilights. This brings twilight starting in line with the accepted method listed in the Rule Book.

PT		Club Pennant raised Sound signal
PT + 5 min	1 st Division warning signal	Division Pennant raised Sound signal
PT + 6 min	1 st Division preparatory signal	Code Flag 'I' raised Sound signal
PT + 9 min	1 st Division 1 minute signal	Code Flag 'I' lowered Long Sound signal
PT + 10 min	1 st Division Start signal	Division Pennant lowered Sound signal
	2 nd Division warning signal	Next division Pennant raised
Etc		

The new Sailing Instructions will give a more detailed review.

4. The Saturday Summer Series of 6 races will be all HANDICAP starts. The starting method will be explained in the new 2009-2010 Sailing Instructions.

Safety Audits

Yachting Australia and Yachting NSW have made auditors aware of the need to be very careful when checking equipment. This has been the result of accidents involving racing yachts and subsequent litigation in Victoria.

The Special Regulations section of the Rule Book for 2009 – 2012 is now mandatory for safety inspections. There are many variations to previous requirements. These need to be carefully checked by each owner so that the boat passes its safety inspection.

Some changes include –

- Medical kit contents (CPR Mask)
- Fire extinguishers check two years after date of manufacture (stamped on base) and then annually
- Lifelines uncoated
- Buckets 8 litres and stout!
- Anchor and warp sizes specified (main anchor can be in the cabin) with bitter end strong point

The list below is what GFS auditors will check.

Reg	Equipment
2.03.1	Equipment adequate for intended use
2.03.2	Ballast heavy equipment secured
3.06.1(b)	If carrying fuel or gas below decks then 2 exits 1 forward of mast; minimum clearance 450mm for Age/Series Date 07/2010 or later
3.12.6	Lifelines if fitted <ul style="list-style-type: none"> (a) Lifelines uncoated stainless steel wire (b) Lifeline coating not moulded to wire (d) Gap secured by lanyard 100mm or less Lanyard replaced annually (e) Strength lifeline system, wire size comply
3.17.2	Cooking stove if installed; securely fastened, accessible shutoff
3.17.3	Gas only permitted for cooking Methylated spirits acceptable for

- cooking
- 3.17.4 (a) REMEMBER to turn off Gas sign
(b) Gas detection system if gas installed after 07/2001
- 3.17.5 Disposable gas canister 225 gms or less
- 3.17.6 Gas bottle, spare canisters in separate, ventilated, self draining locker, vapour can escape overboard
- 3.20.1 Bilge pump (not to discharge into closed cockpit or cockpit drains)
- 3.20.2 Bilge pump minimum suction bore 25mm & strum boxes accessible
- 3.20.9 2 x 8ltr buckets stout construction with lanyard
- 3.24.6 If motor installed; Separate starter battery if no hand crank
- 3.24.7 Separate generators, if permanently installed, covered; permanent exhaust, fuel supply & tank
- 3.24.8 If motor installed/carried; Fuel tank shut off valve / cocks(s)
- 3.24.9 If Motor
 - (a) Inboard petrol tanks permanently installed, metal, vented to open air, electrically grounded, filler position prevents fuel vapour entering boat
 - (b) diesel tanks metal or other certified material
 - (c) fuel lines comply
 - (d) outboard motor remote fuel tank & lines comply
 - (e) no petrol in portable containers below deck
 - (f) no flexible diesel tank unless incorporating a liner
- 3.24.10 If no motor & 5.5m or less
oars or paddle x 2; blade area 0.04m²
- 3.25.1 Radio if carried; radio frequencies comply with table
- 3.28.1 Hull Identification, name, number, club
- 4.01.1 Sail numbers
- 4.04.1 (a) fire extinguishers to AS1841.4 / AS1841.6, readily accessible, inspection Date/...../.....
(b) if naked flame, auxiliary engine then 1 x 10BE
(c) if LPG or petrol below deck additional 1 x 10BE
(d) Fire blanket if cooking facilities
- 4.05.1 (a) Anchor & ground tackle as per Table 1
(b) Anchor & warps sizes as per Table 2 or Table 3
Type.....kgs.....
(d) Bitter end strong point
- 4.06.3 1 x flashlight water resistant, floating type,

- 4.07.3 Medical Kit, at least items in 4.07.8, Alternative brands permitted
Medical Kit waterproof container
- 4.07.8 Disprin x 20;
Disposable gloves x 10;
Crepe bandages 75mm x 1.5m x 2;
Band-aids x 20;
Adhesive tape 50mm x 2.5m x 1;
Antiseptic skin solution 15ml x 1;
Alcohol swabs x 10;
Sunscreen 30+SPF 250ml x 1; s/s scissors ;
Safety pins x 10;
CPR mask or 6 x face shields
- 4.10.3 YA Racing rules 2009-2012 except for open boats
- 4.15.3 Sharp knife sheathed, restrained in or near cockpit
- 4.16.1 Name on all buoyant equipment & items
- 4.16.2 Personal PFD marked to identify owner
- 4.17.1 Reflective tape lifebuoys, lifelines, liferafts & PFDs
- 5.01.1 (a) Number PFDs
(f) Type 1
Type 2
(g) Note - If no lifelines complying with 3.12, then PFD Type 1 or 2 must be worn by each crew on deck
- 5.01.2 Complying with AS1512 or AS1499 or AS4758 or equivalent or more stringent overseas standard Branded with respective standard mark of approval
- 5.01.4 (i) Marine grade retro-reflective tape
(ii) Whistle attached
- 5.01.5 If inflatable, compressed gas system
- 5.01.6 (a) Each inflatable PFD1
Service date
(b) Each non inflatable PFD annual check

Also GFS (SI) and NSW Maritime (MA) requirements must be met –

- SI Current GFS Sailing Instructions
- MA Rescue quoit, throw bag or lifebuoy (yachts over 8m)
- SI 1a Proof of Insurance - Marine & Accident
Renewal Date
- MA Sound signalling device

Estimation is that the more stringent rules and increased items to check will extend the time taken for each boat (For Category 1 and 2 this is estimated to take an extra 1 – 1½ hours)

It is stressed that the auditor will check the necessary equipment but the onus is on the owner/skipper to keep it serviceable and on the boat at all times when racing.

GFS Auditors will not check boats unless the Audit Form is completed by the owner/skipper and all the required items are laid out so that they can easily be viewed without wasting time. It will be sent out after fees are paid and also on the website in due course.

Planned Audit dates are –

Saturday August 22 from 9.00am - For Saturday and Down Harbour Yachts

Wednesday September 7 from 4.00pm - For Twilight Yachts

Prize Presentation.

The Sunday 'twilight' time slot seemed to be popular and with a great afternoon weather wise it was even better.

The plaques were presented to winners along with perpetual trophies. The following details the perpetual trophies and their winners for 2008 – 2009.

Many of our trophies have special significance to our club and accordingly I have used some for purposes other than they were originally intended. These trophies were those presented for Saturday Sailing.

Joe Walsh Rigging Trophies.

Joe Walsh has continued to support GFS as a club sponsor in the award of a perpetual trophy for each of the divisions in the Down Harbour Series. The Down Harbour series is open to both Twilight and Saturday Keelboats.

Joe Walsh Rigging Trophy Blue Division – *Raptor* - Rob McAuley

Joe Walsh Rigging Trophy White Division – *CavSav* - Chris Gaskell/Andrew Nelson (owner John Veale)

Joe Walsh Rigging Trophy Red Division *Flair* - Phil Hare

Frank Crowe Etchells Trophy - Etchells Autumn Handicap - *WGARA* - Malcolm Blomfield

75th Anniversary Trophy - Etchells Autumn Scratch - *Serendipity* - Richard Joy

Etchells Trophy Scratch –*Serendipity* - Richard Joy

Etchells Trophy Handicap Overall Handicap – *Serendipity* - Richard Joy

Crows Ship Chandlers Pty Ltd Bronze Bell

Awarded for the Division 1 Overall point score this trophy is the bronze bell on the post at the end of the club 'bar'. It was first awarded in the 1968/69 season. This season - ***Flair*** - Phil Hare

The Greenwich Yardstick Trophy.

This trophy was donated by Bob Campbell-Burns, past club President (1979–81) and is correctly named after his Thunderbird yacht ***Greenwich***. It is awarded to a yacht which has defied a changing handicap throughout the season and has continued to gain handicap places. It was first awarded in the 1975/76 season. This season –***Kirrala*** - Jefferson Smith

Mick York Series Trophy

First awarded at the end of the 2006/07 series this trophy is awarded to the 'top' boat across all Saturday Divisions and the Etchells class in a 6 race series open to both Twilight and Saturday yachts. Current club member, Mick York not only allowed GFS to name the trophy in his honour but

he personally constructed the trophy in the form of an early skiff. This season – **WGARA** - Malcolm Blomfield

John Dowd Division 2 Pointscore Trophy

John Dowd was the State member for Lane Cove and a past GFS patron. First awarded in 1979 it is for the Overall point score winner of Division 2. This year it has been awarded to the Overall Handicap winner in the Etchells Class Summer Series. This season – **Raptor** - Rob McAuley

The I Thorpe Trophy for Division 3

This trophy was purchased by the club in recognition of Ian Thorpe's work for GFS, over a period of 15 years in the 1970s and 1980s, particularly in the area of Junior Sailing. This trophy was first awarded in 1980 to *Jamag*, P Ousey. This year this trophy is awarded to the handicap winner in the mixed division Summer series. This season - **Flair** - Phil Hare

Ian Cohen Memorial Trophy

This trophy was donated by the crew of **Libertine** a J24 following the sad death of Ian Cohen one of the crew and club member at the club following a race. It was to be awarded to the handicap winner of the Spring Series for Division 2. This year it is awarded to the overall scratch winner in the mixed fleet division. This season – **Gatsby** - John Amos

Hope all this makes sense.

Enjoy the rest of winter

ph

Flair

Membership

The 2009-2010 fees are now due and everyone should have received their account notice by now. If not, then please download a form from the website and send it in along with your cheque. When filling out the renewal forms please remember to sign the back as this confirms you agree to abide by the Club Rules. If you do not sign it the form will be returned to you. Could you also please take time to check the details are correct, particularly emails as they bounce back frequently.

The Club Committee decided not to change the rates considering the economic climate at present and the sound financial position of the Club. YA fees have risen slightly. The discount for early payment has been removed because of the confusion it caused. Some people paid early but did not discount the fees while others paid late but did discount them. The best solution was to just remove the ambiguity. Fees are due by the 30th June. If you have any queries please call me on 9879 6603 or 0414 297 451.

Happy sailing

Roger Gee

Membership Secretary

Ajax and our Club Patron

Many of you would have heard our Club patron, John Nottley, speak at the prizegiving and heard the brief history of John, Peter and Richard Nottley, Don and Les Barnett and others involved in sailing **Ajax**. As promised at the prizegiving I have extracted relevant parts from a letter John sent to the Commodore. John wrote:

"I still have the 12 ft skiff **Ajax** which we restored back to Gunter rig in 1991 (built 1950). I had hoped to have her displayed at the Sydney Heritage Fleet as she was a famous skiff but the museum does not seem interested in small boats for display at this time. I currently have her stored in a spare garage at our retirement village. For your information I attach a short resume of her career."

12 FT Skiff Ajax 1950-2009

Greenwich 12 FT Flying Squadron

Built 1950 Don & Les Barnett Cedar Carvel Hull Construction Gunter Rig – Cotton Sails

Replanked 1963 Jack Scope – Cedar diagonal flanks – Marconi Rig

Restored 1991 John Nottley – Rig restored to Gunter Rig with original spars, Cotton & Terylene sails

Racing History

1951-1959 4 Hand Boat

Crew 1951-53 Don & Les Barnett, N. Taylor, W. Budrich, J. Allan

1954-9 Peter Richard, John Nottley, Bob Sawyer, R. Winov

1959-65 Various, Richard Nottley, Jack Scope (Lane Cove)

1966-09 Various, John Nottley, various

Australian Champion 1953, Second 1956 & 1958

NSW Champion 1951-58 4 times champion, 2 times second

Represented NSW Team Australian Championship 1951-1958

Interdominion Rep 1956 & 1959

GFS Club Champion 1951-1956

(All the above were Gunter rig with original set of cotton sails)

Since 1959 to 2007 has sailed regularly in Club Races at GFS & Lane Cove or with Historical Skiffs since restoration. John Nottley 12.5.09

Following the prizegiving I have been told by several old salts around the club about their memories as young lads of hiding when it came time to put Ajax in the water – listening to them you would think it was the heaviest skiff ever built and a wonder it didn't sink like a stone the minute it was put into the water.

Gordon McGrath



Historical 12 ft skiff (not Ajax)

CROSSING THE TASMAN

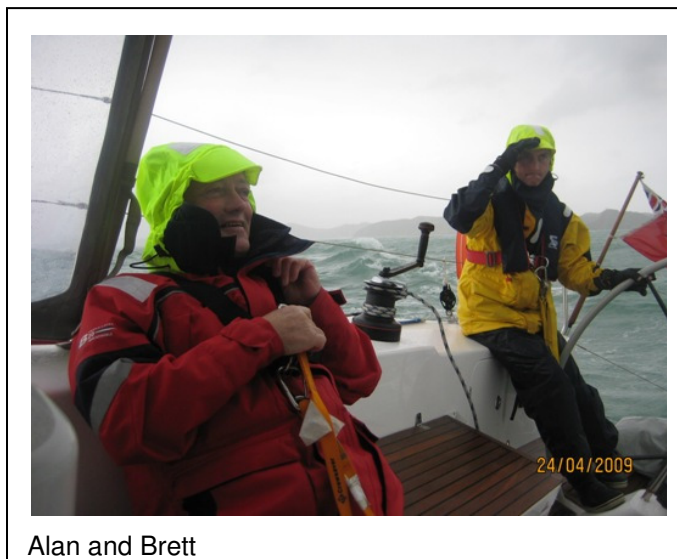
Brett Haywood (previously 'Escapade') had been planning to bring his new J Boat 122 "Lithium" home to Greenwich, it was resting in Auckland after summer holidays cruising the Hauraki Gulf and previously cruising the French Med (having been shipped to NZ from Europe). He enlisted some able and keen crew, Andrew Smith ('Escapade'), Alan Bull ('Out of Africa', 'Cipriani') and Ann Brogan ('Cipriani' and 'Nerone') to undertake the task.

After preparing and provisioning the boat a couple of days previously we set sail on Sunday 19th April from Auckland possibly to go via Lord Howe and then on to Sydney. We estimated it would take 6-7 days, in reality it would take us 2 weeks to get back.

Just as we were about to embark the news from the weather forecasts was both exciting and daunting. A storm was brewing in the vicinity of Lord Howe and heading across the Tasman, impervious we left customs about 8.30am on 19th April. We reefed the main and had full wet weather gear on before leaving Auckland Harbour, winds quickly escalated to 26 knots with an impending gale, No4 jib and double reefed main.

We made Tutakaka harbour about 90 nm north in 11.5 hours, Andrew was seasick and Brett also feeling very ordinary, it was a wet, dark and gusty entrance to a perilously narrow harbour not recommended in the conditions. We finally anchored with great relief after the difficult situation.

Next day left early to journey up to Bay of Islands or Whangaroh (further west). Strong winds from the overnight conditions were receding we managed a max , speed 8.6 (Ann on helm trying to beat our previous best speed). Main progressively had all reefs shaken out as winds dropped and ended up motor sailing, anchored at charming town of Russell, a quaint tourist fishing/sailing paradise in the Bay of Islands.



Alan and Brett



Ann at the helm Day 2

We went ashore and made friends with Russell Radio's excellent team (mainly Stewart and Bev who became our personalised weather service) which was the local marine rescue and forecast station. We were able to look at weather maps and get advice. The locals were very friendly and helpful, we ended up on first name terms with many (Alan and Ann particularly), had showers at the Swordfish' game fishing club with food and drinks available (showers after only 3 days were wonderful,). We had meals cooked for us and went with locals to the RSA (our RSL) club, highly recommend the chef and we were the only patrons.

The forecast was shocking – very intense lows in the Tasman, looked like we would be moored until

Thursday at the earliest, Russell Radio recommended Friday, 40-55 knot winds were forecast.

There were reports of boats in trouble, one ketch on the way to Tonga turned back with shredded sails, motor failed, rolled twice and under tow (when bow sprit also ripped off). Another en route from Brisbane in trouble with rig down and eventually abandoned. Lord Howe Island had been

battered, runway washed out and SES to the rescue. This news certainly made us cautious and apprehensive.

We continued to visit Russell Radio twice daily to get updates, weather was slowly moving south, which made it worse on the mooring (one set of dingy oars and pump were blown away). Winds were 40 knots on the mooring, we decided to play cards, have some red wine and wait out the blow.

As the time extended Andrew (our fourth at cards) unfortunately had to jump ship and fly home, he needed to get back to family and work,.

Friday 24th – Weather was improving in the Tasman and winds that had peaked at 70knots the night before (northern most monitoring station) were abating. Brett the skipper was anxious and we decided to

leave about 11am Saturday 25th April, in driving rain and high winds, the seas were very rough (by then we were very familiar with what 'rough' and 'very rough' meant on the VHF forecasts).

The first afternoon saw intense 30 knot winds in sloppy coastal seas, No4 jib and double reefed main. We hit our max speed of 12.4 knots surfing with the boat tracking splendidly. A large wave hit and Ann was flung across the cabin against the chart table and hurt her back; she was immobile for 10 hours – not a good start – but pain killers and determination proved to be helpful for the rest of the trip.

We had a few periods that were quite severe – particularly the full nights (no moon) and consequent black seas . Wet weather gear came off soaked and went back on wet (how can water get inside pockets?). We were quite fatigued (Brett fell asleep while texting on the Satellite phone), tired, wet and cold for the first couple of days.

There were days when it was sunny, hot and very calm, we motored all day. This assisted the drying out process, but only slowly assisted our progress with a fuel conserving 5knots. Winds shifted all the time, southerly's came in and we often changed sails (Alan ably scampering up to the fore-deck) and reefed, all the time tweaking and trimming to get the most out of the boat. As expected some nights were wet and the sea very tempestuous providing fairly rough conditions down below.

We got into the swing of things, sometimes slept very little, caught up when we could and cooked when we could – at one stage didn't have a hot drink for about 24 hours. One night the seas became a 'boiling cauldron' (skippers words) with winds building as we skirted the bottom of a trough. All three on deck to reef main in the lashing rain and pitch black, then the reefing lines got jammed. There was some messy stuff while these were freed, Brett disappeared at the mast under flapping sails (we were a bit anxious at this stage), thankfully all were clipped on. Alan was in the pit and Ann was on the helm trying to keep the boat heading into the wind, not an easy task when it seems to be coming in all directions. Eventually we regained control and continued to fly along, Alan had to have a calming whisky (it had mostly been a dry boat).

At first we counted down the miles by hundreds, then fifties, then finally by 10's. On Friday 1st May we achieved 200nm in 24 hours, winds were gusting to 20 knots and we made good progress at 8-9 knots. On Saturday 2nd, we did a disappointing 100nm in 16 hours with contrary westerly winds.

Saturday night saw a storm and lightening in the west (over Sydney), we motor sailed through the electrical storms, sheltering under the dodger because of the cold and rain.



Stewart Russel Radio



Up the mast again

Sunday 3rd May, very quiet and dark coming in through the heads, great to see the lights of Sydney after 8 days crossing the Tasman. We pulled up at customs about 6am, they quizzed us as to whether anyone had a temperature or a cold before they would come on board (swine Flu), we were processed then proceeded to Quarantine. It was an excellent feeling to motor under the bridge and pass Greenwich boats going down harbour to race in the CYCA Winter Series.

It was wonderful to be met by our shore crew and relatives - Kate, Brett's wife was constantly in touch texting forecasts via Satellite phone, and relaying our position to anxious relatives.

It was a great experience, we worked well as a team and all agree we have done it but don't need to do it again. Why do Hobart – this was twice as far. The boat stood up to the conditions and performed really well, in addition to being very comfortable below deck.

Things we learnt:

- Everyone gets seasick to varying degrees and length of time.
- Best to err on the side of being safe and wait out the weather.
- One hand for you and one for the boat (don't let go to replace contents of galley lockers when they pile out and in your face – Ann's experience)
- The amount of water it takes to wash salt out of your hair is completely out of proportion to the subsequent good feeling (crew). *Caveat* that water is precious and we made Sydney with only our 20l emergency supply (skipper).
- The number of socks you take are never enough.
- More energy than you think is used to move about, when the boat is constantly heeling it is best to preserve yourself.
- You can manage to sleep in someone's bunk when it looks like a rats nest.
- You are on your own out there, we only saw 3 vessels and no yachts in 1,350 nm.
- If you feel the cold, 4 layers is hardly enough.
- Contact with the shore crew was important and the Sat phone invaluable.

Ann Brogan

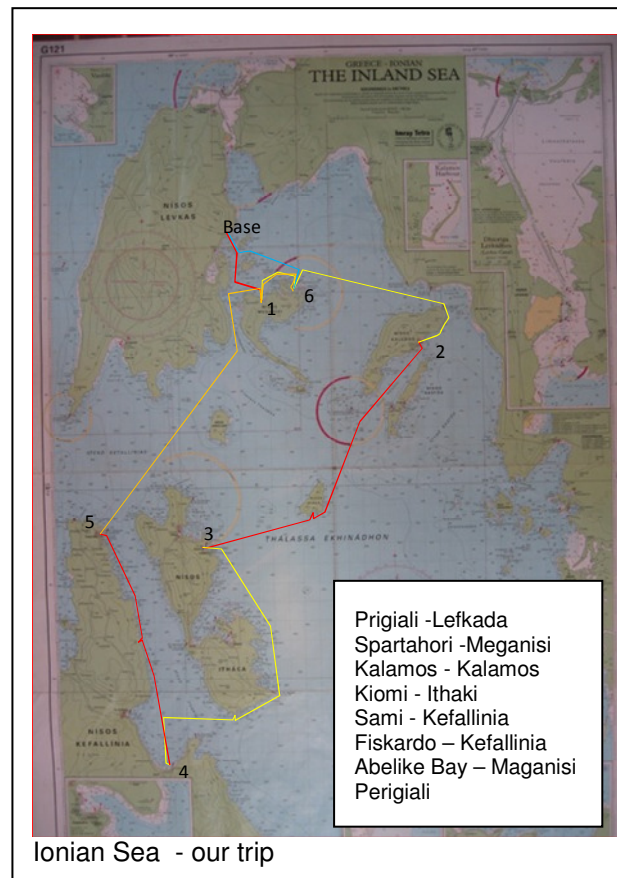
Travelling = Greece

Two years ago my daughter Kari suggested that the family celebrated her 30th birthday by a sailing holiday in Greece. This had an obvious appeal and was turned into a reality.

We first tried to organise a bareboat charter using local agents, but without success. So on to internet and after a bit of searching we found an English company that operated a small fleet in the Ionian Sea. The one week charter was synchronized with weekly flights from and to Gatwick which suited us well as Kari and our other daughter, Ella, both lived in the UK.

The boat was a new Beneteau 375 which we boarded at We had a wonderful week. Our sailing took us from ... to ... Some motoring because of the calm mornings but a few hour sailing each day in up to 30kts of breeze kicking in during the afternoon. Swimming, wandering around in the small Greek villages and enjoying the local food. Highly recommended!

But, it was also learning experience! Before going, I had been told about the standard way of anchoring up in the Mediterranean, dropping the pick out from shore and backing in with a rope from the stern to the shore. Sounded simple enough, but not having done it before I had some concerns, especially since my Compass 29 is not the easiest boat to reverse under good control.



Dinner at Kalamos

The first anchorage turned out to be easy. Came to the sheltered village early with hardly any other boats around. Down along the jetty, Threw a rope to a willing and helpful native on the jetty, turned out along an already positioned rope and tied up neatly with the gangplank from the stern to the jetty. Thanked the fellow on the jetty, who said "my name is Joe and that's my restaurant at the end of the pier". So of course we dined there. So far so good. Mooring with the stern in seemed like a piece of cake.

The next day was a

bit more challenging. Coming into the closed harbour there was already a row of yachts with their bows pointing at us as we arrived and with their anchor chains leading into the middle of the small harbour. Ah, a space, but big enough? Would I really be able to drop the anchor cleanly and back into a space which barely looked wide enough? As on the previous day a couple of friendly locals waved to us in encouragement. We dropped the anchor the



Part of the crew enjoying the Greek sun and scenery

prescribed distance out and lined up the gap, into reverse and found the 375 responded well to the helm and magically we entered the space which with the help of the shore patrol, again from the local restaurant, opened up just enough for us to squeeze in. Day two success. Would it continue?



Kioni area

On day three we entered the beautiful harbour of but a bit late so all the good moorings at the town jetty had been taken. The only option was a bit further away up against some rocks. That in itself was OK but the problem was a 15-20 kts breeze coming in on the beam as we would be backing in. Surveyed the rocky shore and found an outcrop which looked good for the stern rope, had reasonable amount of space to the next yacht, and started the procedure. Dropped the pick well up wind in the channel and backed in. Ella in the dinghy with the stern rope prepared to drop over the outcrop. All perfect, but then calamity. The anchor didn't hold. Our yacht drifted down on the next one in line, a 27 ft yacht with a Dutch couple and two children onboard. Their anchor

did not manage the extra load, loosened and both of us drifted down to a 43ft which stood fast. In the meanwhile, we had dropped the stern rope and motored forward to get away, crossing our fingers that our propeller would not get caught in the 27ft's anchor line. It worked. We got clear to repeat the procedure with a more conservative anchor drop and some assistance to tie us to shore from the crew of the 43 fter. We were abused by the 27ft crew for pushing them off and they subsequently left for another spot even though we offered to assist them back in position.

The worst of it was that in the excitement Ella stepped on a sea urchin and ended up with about 14 spines in her foot requiring her to hobble around for the rest of the holidays while we carefully over time could remove them one by one. Luckily no infection.

We had one more incident with the Mediterranean mooring method in similar gusty breeze on the beam. The anchor did not hold and we nearly drifted on the rocks. With the stern rope initially on the leeward side of the stern, trying to motor springing on the rope, only turned us toward the rocks beam on so by quickly moving the stern rope to windward, could we motor clear and get away just in time. Realised that the issue with anchors not holding was too short a rode. I dropped at the right place according to the depth, but starting backing as we dropped the anchor not taking into account the relative slow speed of the anchor release using the electric winch. (I am used to manually drop anchor and chain which is nice and fast!) So by the time the anchor reached bottom I had too little chain out for a good hold.

From then on we were fine. Recommendation though is to try the reverse anchoring technique a few times before having to do it in challenging conditions, and also put a man on shore to receive the stern rope before backing in.

So we learnt a lot and had a wonderful vacation. Johan Dolphin II



Sunset in a secluded Aladike Bay

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.

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