



Greenwich Flying Squadron

*e - Humbug*

**Members' Newsletter**

**October 2009**



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.

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## *Editor's Comment.*

The 2009-2010 season is in full swing with Saturday, Sunday and Twilight races taking place. Most of us have been cleared through the safety audit for another year of memorable sailing keeping in mind the messages from the skippers briefings and our emphasis on fair and safe sailing.

On that basis our first Twilight race was cancelled due strong winds (> 30 knots at Sydney airport); always a difficult call to make but a prudent one. Subsequent races so far has been variable. One twilight incident which attracted some attention was the waterpolice coming to the rescue of one our yachts having run out of fuel??

Five divisions this year so far has worked well. The challenge though is for the red division boats to get out through Humbug prior to being overtaken by the faster Yellow division in light air.

Besides the rundown on the Twilight series and safety audits in this issue we are fortunate to have an account of a passage from Noumea to Sydney by Ross.

And finally a thanks to our sponsors.

Happy sailing.

Johan Brinch

Dolphin II



Police to the rescue



Annabella preparing for Twilight

# *Twilights – Good Evening Everyone!*

Dear Twilighters

I feel very privileged and honoured to be asked to be your Twilight Captain for a fourth year. Not only is it great to be back on the water but I always enjoy catching up with familiar faces and meeting some new ones.

The start of the Spring Series has treated us to a smorgasbord of conditions from an abandoned race, to a stiff breeze and then something a little more subdued.

We have seen some great racing and it is clear that many bottoms have been sanded and cleaned, new suits of sails have been bought (and inheritances spent) and friendly rivals doing battle once again.

## ***Skipper's briefing***

We had an excellent rollup at the skippers briefing and Lister Hughes from the YA gave a comprehensive run through the rules and recent changes to rules which was greatly appreciated.



Maree van Bellen our Social Secretary kindly organised our latest sponsor Waterbrook to provide canapés for the evening which was also well received.

Some of the key messages to come out of the evening were safety first, consideration for fellow sailors, if you know you are in the wrong, do the right thing and take your penalty turn, and if you have to protest clearly pull out your red flag and clearly state "Protest".

Remember that if you have an on-water incident, please notify me or another committee

member at the club. You need to fill in the club incident register and complete the Waterways form and report the incident within 24 hours.



## **New Division**

This season we have started a new Division for the "sports boats" and Etchells class. This has been largely done out of a safety consideration as these boats were formerly in Divisions often with larger boats that have very different sailing characteristic. It is also hoped that they will have the opportunity to have closer racing. This Division is Yellow and starts after Red Division.

## **Starts**

It is great to see that skippers have quickly adapted to the new start sequence of 5-4-1-start!

Our new starters have also been fantastic, slotting seamlessly into their new roles. They have had some challenges though with boats finishing in the dark. Please help the girls out by shining your torch on the sail and if you finish blanketed by other boats by telling them where you finished. Similarly let them know if you sail across the line without completing the course.



Remember the dropping of the division flags is the start, not the horns. All going well they should occur together, but if you are in any doubt, watch the flags. Also a reminder that the start line is not the barge buoy but is actually the flag pole on the pontoon at the club./

A gentle reminder, as we have five divisions now and the starts are compressed; please keep well clear of the line if it is not your division starting.

## **Safety Audits**

Whilst there are still a few boats to be audited, the response this year has been excellent and the best ever. Thank you to all skippers for making an effort this year to getting to the scheduled audit days. It makes the committees life much easier. The

audits are a part of the Clubs Aquatic License and along with the boat insurance, are essential if yachts want to race in the club. For any stragglers, please contact Rod Stewart, to arrange an inspection prior to the next twilight so your points will count.

### ***Duty crew***

The duty crews for the next three races are as follows:

4-Nov-09	L'Attitude
11-Nov-09	Gael Force
18-Nov-09	Adam's Eve

### ***Yots***

Continuing with tradition we are supporting YOTS (Youth Off The Streets) one again this year and I encourage you all to accommodate passengers to the extent that you can. The kids love it and it is a great opportunity to pass on your skills. Drop in to the pontoon to pick up from 5:30 onwards and we shall help load the kids on to your boats. Dates will be confirmed at our next committee meeting.

### ***Sponsors***

Despite the economic downturn our sponsors have all come on board. They include;

Access Mobile Solutions

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Waterbrook

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

### ***Final note***

I hope you are enjoying the sailing so far and please do not hesitate to contact me if you have any suggestions or concerns. As I may have mentioned once or twice at twilights...."It doesn't get any better than this!!!"

Regards

Michael Armati  
Twilight Captain

## ***Safety Audits***

I would like to thank all the boat owners, and especially the Club auditors, for the great effort put into the safety audits this season.





As we are all boat owners we are all only too conscious of the time and other considerations in arranging to get the boat checked out. Also give a thought to the auditors who give up evenings and Saturday mornings, in addition to all sorts of strange arrangements for owners who have been out of town or overseas.

Currently we have 95% of the racing fleet audited and roughly 90% of those audited comply in all respects. We still have quite a few with outstanding issues and I urge all of those owners to get a clearance from the auditor as soon as possible.

The main issues this year were the CPR masks and other first aid kit items, such as alcohol swabs. You should not assume that the kit bought last year complies with the current regulations, although one wonders why shops like Whitworths sell first aid kits that they know do not comply! That's a separate argument that should be taken up at another level.

Another item noted on a few boats was coated lifelines, and also very old PFD's. Both need to be changed as soon as possible.

Thanks again, and enjoy the racing and the fellowship.



Rod Stewart  
Safety Officer

## *Noumea to Sydney on Two Hulls.*

Just returned from a rather wild 6 day ride from Noumea to Sydney. Thought Humbug would like to know.

Started the trip with a degree of trepidation given the recent history of a similar voyage. So I geared up with a personal EPIRB and manual inflatable type PFD. (Apparently the biggest risk to individual health at sea is going for an unexpected swim during an unguarded pee at the rail in mild weather at night).

The mighty vessel was a 48' Crowther Catamaran, 'Sanuka'. The skipper David, is an old friend who knows his stuff, has done the trip several times and better still has armed his cat with a 9m diam. parachute sea anchor. So if there's a strong blow on the nose, we just deploy, lock up and play cards. They used it for a day off Lord Howe Island on the way over.

After loading up with lots a local fresh produce from the Noumea markets, we set off with an encouraging forecast of strong easterlies to be followed by moderate North Easterlies. All of this to be nicely aft of the beam.



Fortunately the forecast was spot on. We sailed on one tack for 4 days with a 25knot breeze just aft of the beam, averaging 8 knots boat speed and top speed at 11 knots. We put in one reef to the main at night just for safety but otherwise sailed under a full rig.

With 4 in the crew we went on a 3 hr roster which was quite comfortable except the auto helm named 'George' was on the blink. We therefore had manual steering for the full 6 days. Fortunately being a cat, such steering is reasonably easy going with minimal

heeling so the Gin and Tonic remains undisturbed by your side in all weather. The roster, the kind wind and twin hull stability allowed some creative cooking opportunities so we feasted with a big midday meal and extensive nibblies in the evening. Very civilised.

We didn't see any wildlife for the first few days and not one pleasure craft for the whole trip. But 4 days into the slide towards Sydney one of the crew, Jurgan, and I started playing the didgeridoo on the back deck. Within a few minutes a pod of about 150 dolphins joined us to see what was going on. The boat was surrounded by the curious cetaceans as far you could see all seemingly enjoying the didg beats.

One evening of lighter breezes and gently rolling deep ocean swells was particularly captivating under a fulsome moon.



A rise in the water temperature on the 5<sup>th</sup> day indicated we were in the southerly set and truly heading home, Nemo style in the EAC ! As the wind swung to the NE we sprung sheets and on the 6<sup>th</sup> day we set a spinnaker for the final fling. Fortunately the wind and the swell built throughout the day as we continued on a direct bearing to Sydney Town.



The top speed for the boat had been recorded some years ago as 17 knots. As the seas and breeze filled we had a crack at the record. The breeze built to be about 25 to 30 knots on a 3 metre swell and the boat started to surf on the bigger waves. The boat felt comfortable under a full main and No 2 Spinnaker. Jurgen at the helm was the first to get a good wave / gust combination and the boat speed hit 15knots. The boat was sliding and crashing down through the troughs with an occasional rooster tail on the crests indicating that we were going too bloody

fast. This went on for about 4 hours of adrenalin charged ocean sledding. I was on the helm for an hour when a larger than normal set reared up from behind. We were already on about 15 knots boat speed when one of the guys said –“ watch out this one’s a biggy” . I still remember vividly the sensation of the bigger set rising under the boat giving us a slightly higher perspective of the trough of water below. Rather than sliding down the back of the wave as would often occur, a stronger sustained gust pushed the boat forward and propelled us to the waiting trough. I focused on a clean line down the wave, not unlike riding a Malibu down at Manly, while crewman Hugh shouted out the boat speed as the cat accelerated. We maxed out at 19.5 knots on that wave. Amongst the shouts of joy in my fellow crew I admit there was a degree of uncertainty in my mind about the next step in the process on reaching the back of the wave ahead. But fortunately the port bow was submerged only briefly as the kite pulled her up through the trough and over the next wave.

Celebratory Gin and Tonics were then poured as it was approaching cocktail hour and the skyline of Sydney made a welcome appearance on the horizon. A stunning red sunset then appeared together with a bunch of Dolphins appearing as if to say “nice wave dude, goodbye and thanks for coming”.

The kite was dropped just inside the heads as civilisation descended. We each took our first shower and change of clothes for the week to the undoubted relief of the Customs officers waiting at the wharf at Woolloomooloo. Quite a ride indeed.



Ross Taylor

'Infidel'

## *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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