

Greenwich Flying Squadron

e - Humbug

Members' Newsletter

February 2010



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.

Already into the autumn 2009-2010 season – time flies when you are having fun.

Twilights, Saturday and Sunday races are managed like clockwork thanks to the respective organisers with the help of excellent support. Even the new software managing the fleet handicaps is working well thanks to Harvey's efforts.

This issue gives a window into the operation of the club by our commodore. We have Sailing Secretary, Laser and Sabot updates and then the main focus this time is on sailing rules. In the course of the season we do have the occasional "misunderstanding" so understanding the rules is a must. All skippers and crews are encouraged to learn the rules and our club's Sailing Instructions and act accordingly.

We had a marvellous social night 27 Feb. with the band Reviva. Thanks to Maree and helpers. An article covering the event is sure to follow.

Finally, please note that the Easter Cruise is on. Details in the Cruising Division section.

All the best for the remainder of the 2009-2010 sailing season

Johan Brinch
Dolphin II



27 Feb 2010 – "All Hands on Deck" Social Night. An undisputed success!

Commodore's Cockpit.

As you may be aware the GFS committee usually meets on the second Tuesday of each month. The purpose of these meeting is so the members of the committee can discuss the running of the club. Everyone is welcome to attend these meetings that start at an after work friendly time of 7.30pm. Understandably perhaps few members have ventured into the Club on these evenings. Nevertheless I would encourage anyone who wishes to be involved in the management of the club to come along and make themselves known to the committee.

At our last meeting in February we

- decided to implement a pilot scheme for text notifications of any race cancellations
- received a report on the social night (Waterbrook are paying for the band)
- received a report on repairs to a corroded pipe under the clubhouse which had been leaking water
- received a report on Club finances (healthy)
- agreed to implement direct transfers for membership fees
- discussed the implications of a plan by Maritime to take over the role of lead landlord from Lane Cove Council at the end of our current lease
- approved the purchase of 18 more chairs as part of our plan of testing the new gray chairs before replacing the existing seating. The new ones stack well (creating needed clubhouse space, are durable (adopted by Kennards) and people seem to like them – bottom friendly!)

- reviewed the twilight season (great)
- approved a letter to twilight skippers to gauge attitudes towards handicap starts next season
- dealt with a number of issues concerning new member applications, maintaining Pegasus, Twilight prizegiving, a new fridge, safety checks, purchasing spare corners for the pontoon, youth sailing and many more.

I would like members to be aware that our committee members have consistently managed to find the time to attend these meetings regularly. This is in addition to performing the services associated with each of the committee positions. Sometimes the work is unrewarding and sometimes committee members are criticised (this happens to people who do things). I except the course-setters who are either brilliant (my theory) or have a pact with the devil. I would like to take this opportunity of thanking those committee members and others who put so much effort into making GFS a great club. They ensure the Club's success at a time when so many sailing clubs are struggling or closed.

Gordon McGrath
Commodore

Sailing Secretary's Report

The Summer Series ended with the most horrendous weather prediction ever in the history of racing at GFS. The last of the Summer handicap races was accordingly abandoned. The resulting 40 – 50 knot front vindicated the decision to cancel the race.

However, the handicap series proved to be a success. The long handicap boats had the opportunity to lead the race and learned to read their course sheets. The catch-up boats were forced to lift their performance to chase down the 'leaders'.

As a class, the Etchells sailed from scratch, and it was interesting to see how they 'caught' the other boats after starting on the lowest number. My vision of the entire fleet battling through Humbug to the finish was not realised – some say this was fortunate. However, the finishes were pretty close.

The count down start with rotating numbers was effective and expertly managed by the 'Twilight Girls' Eliza and Emma, to whom the Saturday sailors are extremely grateful. Their continued involvement in starting and finishing Down Harbour races is much appreciated. Go girls! The addition of larger numbers thanks to John Allen was also appreciated.

The Summer places were –

Etchells Scratch

- 1 Forte Forever
- 2 Serendipity
- 3 Raptor

Mixed Division

- 1 CavSav
- 2 Flair
- 3 Out of Africa

Sadly, Harvey is putting my summary of each race (pHlog) on the web site to give a true and accurate summary of the antics of the Saturday fleet (for which I apologise) in each race. However, it may give you the feel for Saturday sailing and, rest assured, you will be most welcome to join.

On a more sombre note we sadly acknowledge the passing of Peter Downs. Peter was a true club member, having served as Commodore, and was a regular competitor in Saturday racing in the Holland 25 'Allsort' and later in the Etchells 'Simply Irresistible' and finally 'Pacific Edge'. His spirit, friendship and humour will be missed by all of us.

With the onset of the Autumn Series we are on the countdown for the end of the 2009 – 2010 Sailing Season. The competition is keen and the season's results are not assured as any one of a number of boats remain in contention. Good racing looks certain.

Please adhere to the regulation to keep clear of ships (500m) and ferries (200m) – it is for your safety and a requirement of our Aquatic Licence from NSW Maritime.

Phil Hare

Flair

Sabots - Update



The commencement of the second half of the sabot season started with more strong winds that have challenged the sabot fleet. However over the past two weeks we have seen the breeze moderate and finally have managed to have all boats finishing for the first time this season. The strong winds have done their job though and now the kids are all better boat handlers than they were at the start of the season. We are seeing some very close racing and with the return of Tilly and Hugh Vaughan things have become even more competitive.

Two weeks ago we set a new record of 19 starters in the junior fleet and had a few other respectable days where we have had over 14. Now we have the nucleus of a sabot fleet and set of siblings waiting in the wings we are hopeful that junior sailing will continue to go from strength to strength.

We have 4 more races of the season to go and the various point scores and championships are getting closer. It should be a big finish to the season.

Rich Imlay

Laser "GURUS"

The GFS Lasers are enjoying a great season of keen racing. Competition for our new perpetual trophy - the much admired 'Cowie Cup' - has been fierce (a very good-natured fierce, that is), and after 25 races, Bill Haughton leads Candy Braith by a mere two points. We've been mixing up the format somewhat with some sprint races - typically 4 or 5 short races in one afternoon, which keeps things exciting. We've a new blog site, too, with picture and news. Take a look at:
<http://gfsgurus.blogspot.com/>



The Laser World Masters will be held in Thailand in March. Geoff and Phil Lucas are competing, and as usual, are expected to be right at the front of their respective fleets. Good luck!

If you're interested in Laser sailing, feel free to drop down to the club from around 3 pm on Sundays. We can often find a spare boat for people who'd like to have a go, and we're always keen to encourage other GFS members to get involved.

Ken Gibson

Cruising Division

GFS EASTER CRUISE 2010

**FRIDAY 2ND APRIL –
MONDAY 5TH APRIL**

Members are advised that the Cruise will take place this year as usual.

We intend to leave GFS on Friday at 10.30 am and cruise in company up to Halletts Beach.

We will assemble on the beach for the usual happy hour or two.

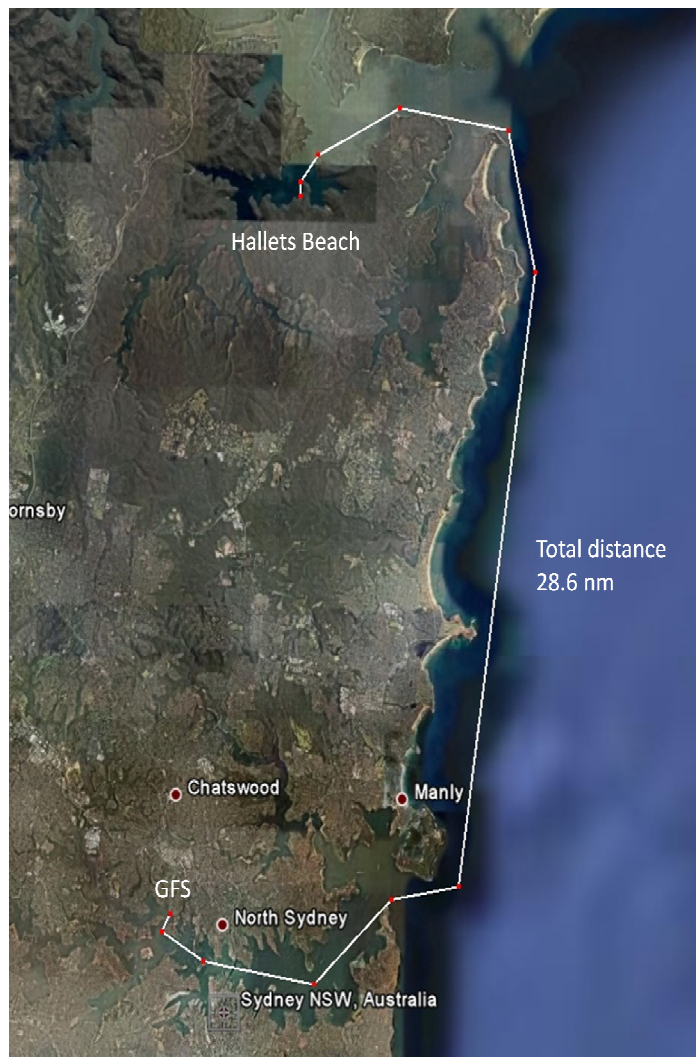
The Cruise is usually a very informal weekend but a race around the Hawkesbury could be arranged. Saturday we will raft up at another bay to be agreed upon.

Sunday at leisure and Alan and Marion Grundy will open up their Scotland Island weekender for a get together and BYO barbecue on Sunday evening.

Will all interested participants please register with Alan Grundy.
PH.9428.4706 mob. 0407478639 or email at alangrundy@iprimus.com.au.

ed

Alan Grundy
Faarst Company



Sailing Rules

A rule 11 and 17 paper by Harvey Porter with the hope of enlightenment...

Many GFS skippers apparently have a problem understanding basic rule 11 and the limitation on rule 11 i.e. rule 17.

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11 ON THE SAME TACK, OVERLAPPED

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

SECTION B

GENERAL LIMITATIONS

17 ON THE SAME TACK; PROPER COURSE

If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear

Definition

Proper Course A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no **proper course** before her starting signal.

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On numerous occasions, having established an overlap to leeward and after giving plenty of time and opportunity, I have politely requested the windward (W) boat skipper to move up i.e. away from me to windward. Many times I have been then told that I am the overtaking boat and as such I have to keep clear. Let me dispel this total lack of knowledge. Under the Racing Rules of Sailing the only times this Collision Regulation is in force is (1) when the boat being overtaken is not racing (and this applies to powerboats, other yachts, rowing boats and canoes) and (2) after official sunset.

After an overlap is established W should move away from the leeward (L) boat about half a boat length in order to provide L "wiggle room." Those of you that attended the rules night might remember this concept. If L so chooses he can luff W up to his (L's) proper course. Even with the rule 17 limitation it must be remembered that L is the right of way boat under basic rule 11. If W chooses to protest that L was sailing above his proper course then W must prove this – read the definition of proper course and you may see that this is a difficult thing to prove.

I have attached all relevant Cases from the ISAF Case book

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Rule 11, On the Same Tack, Overlapped & Rule 17, On the Same Tack; Proper Course

CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course.

CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

CASE 14

When, owing to a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

CASE 24

When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given sufficient room. If she takes unnecessary action that causes contact, she fails to keep clear as required.

CASE 46

A leeward boat is entitled to sail up to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

CASE 73

When, by deliberate action, L's crew reaches out and touches W, which action could have no other intention than to cause W to break rule 11, then L breaks rule 2.

CASE 74

There is no rule that dictates how the helmsman or crew of a leeward boat must sit; contact with a windward boat does not break rule 2 unless the helmsman's or crew's position is deliberately misused.

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Harvey Porter
Out of Africa

P R O T E S T !!

There have been two more Twilight protests since my previous Humbug article.

The first was yet another Port-Starboard while both beating – Rule 10. At least the parties agreed the facts this time! Basically, the give-way boat was planning to duck (behind) the right-of-way boat, but rounded-up in a gust and collided.

The protest was desirable for insurance purposes. Check your insurance policy in regard collisions! As with most (?) car policies, you may be instructed NOT to admit liability. But you presumably CAN tell the protest committee that you were on Port and the other boat was on Starboard, etc.

If you're confident that you were in the right in a collision and want to claim on the other skipper, you probably SHOULD protest even if the other skipper acknowledges the fault, to forward the protest report to the other skipper who might need it for his insurer to pay YOUR damages.

This is NOT professional insurance advice! Consult your insurer!

The other protest concerned Rule 20: a boat closing on a shore while beating and calling for room. I was crewing on the outside boat, and therefore not suitable for the protest committee. Thanks again to the committee who gave their time and mental effort to this case! I will not comment directly on that protest and the outcome.

But I WOULD like to draw attention to the wording of the relevant Rule and to a relevant ISAF Case, especially as I see misunderstandings of the rule in our races.

Firstly, the inside boat must be "given room to tack and avoid" the other boat. Racing sailors can never have too much of the definition of "room": "the space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way".

Dumping the mainsheet and not drawing in the headsail after tacking are surely "seamanlike ways" of avoiding a collision. If the outside boat has not tacked but has promptly hailed back "You tack!", and there has been no collision, then the onus is on a protesting inside boat to prove that she only avoided the collision by doing something UNseamanlike!

If the collision is avoided in a seamanlike way, Rule 20 "switches off" and we revert to the Port-Starboard Rule 10 we know and love. So if the outside boat has continued on starboard while the inside boat has tacked on to Port, IT MUST DUCK as if mid-harbour.

If a collision DOES occur after the appropriate hails, then the analysis gets ugly! Did the inside boat have enough room to avoid collision but fail to manoeuvre in a seamanlike way? I've been pondering appropriate evidence and have two ideas! One is to have an "observer" in the crew with camera always ready. Some GFS Twi boats DO have lots of crew and some want more work! Of course, the camera would need to be given to a race official ASAP after finishing, to minimise the chance of doctoring! Another idea is for someone on each boat to very loudly count time. E.g., "head-to-wind, one-Mississippi, two-Mississippi, three-Mississippi, ... CRASH!". Depending on the boats and the conditions, the longer the lag between head-to-wind and collision, the more I'd expect the collision to have been avoidable if manoeuvring in a seamanlike way. If there's no collision and the inside skipper passes astern the outside boat while hearing "nine-Mississippi ...", he's unlikely to protest!

Incidentally, a close passing astern by the inside boat (after tacking) isn't much evidence against an outside boat. Don't we ALL always duck as close as possible?

Speaking of hailing, generally, I suggest there needs to be less but louder. A boat should have one designated hailer. This will normally be the skipper but he/she should delegate if not a "loudmouth". The skipper should still make the decision to hail. In a Rule 20 situation, the hail should simply be "Water!" or "Room to tack!". Nothing else, not even a lecture on the rules or a savage question of the other skipper's parentage.

See ISAF Case 35, partway down page 104 and continuing (with diagram) on page 105.

See also Case 101 on page 191. Especially note the last paragraph.

[http://www.sailing.org/tools/documents/CaseBook20092012with2010changes-\[8229\].pdf](http://www.sailing.org/tools/documents/CaseBook20092012with2010changes-[8229].pdf)

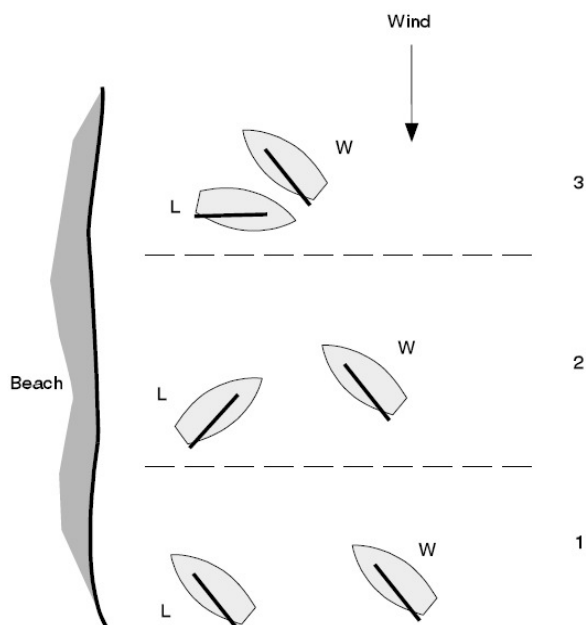
CASE 35

Rule 20.1(b), Room to Tack at an Obstruction: Hailing and Responding

When a boat is hailed for room to tack at an obstruction and replies 'You tack', and the hailing boat is then able to tack and avoid the hailed boat, the hailed boat has complied with rule 20.1(b).

Summary of the Facts

As two close-hauled boats approached a shore, L hailed W for room to tack. W replied 'You tack' and L then tacked immediately. After tacking, L bore away in a seamanlike way and passed under W's stern, which she cleared by three feet (1 m) or more. L protested W under rule 20.1(b). The protest committee decided that W failed to give room as required by rule 20.1(b) and disqualified her. W appealed.



Decision

W's appeal is upheld, and she is to be reinstated. L's actions showed that she had room to tack and avoid W. W therefore met her obligation under rule 20.1(b).

CASE 101

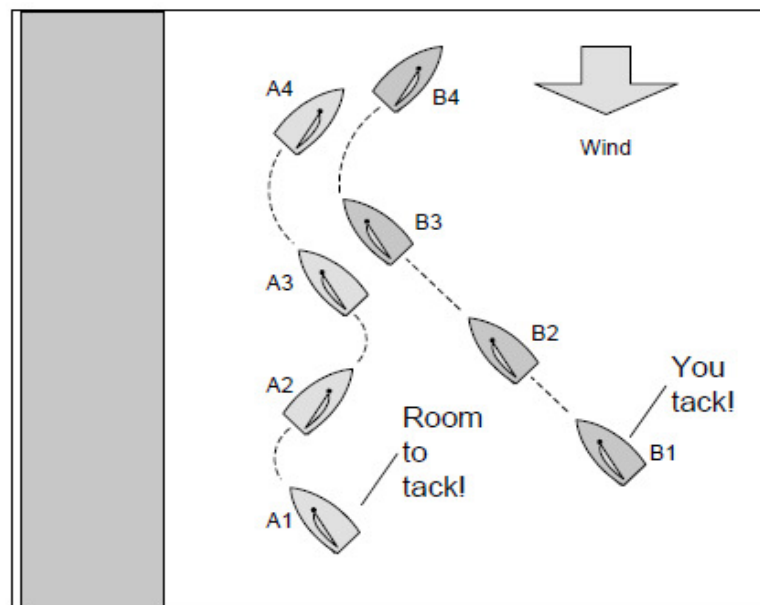
Rule 20.1(b), Room to Tack at an Obstruction: Hailing and Responding

When, in reply to her call for room to tack when close-hauled approaching an obstruction, a boat is hailed 'You tack', and when she does so and is then able to tack again to keep clear in a seamanlike way, the other boat has given the room required.

Summary of the Facts

A and B were International Dragons. A was approaching the shore close-hauled on starboard tack, clear ahead and to leeward of B. A hailed for room to tack, and B replied 'You tack.' A tacked and B held her course. A was then on a collision course with B and tacked again. Both of A's tacks were made in a normal, seamanlike way. After A's second tack she was overlapped to leeward of B. Shortly afterwards B tacked and A did likewise. A protested B for not giving room as required by rule 20.1(b).

The protest committee concluded that B failed to give A 'room to tack and avoid her', and disqualified B, stating that she had 'failed to keep clear of A after her tack.' B appealed.



Decision

B's appeal is upheld, and she is to be reinstated. A's actions show that she had room to tack and avoid B. B therefore met her obligation under rule 20.1(b).

It is important to distinguish a requirement to keep clear from a requirement to give room. When a boat with right of way is required to give another boat room for a manoeuvre, right of way does not transfer to the boat entitled to room. After A tacked onto port tack, B was not, as the protest committee evidently believed, required to keep clear of A; instead, it was A that was required by rule 10 to keep clear of B. B was only required by rule 20.1(b) to give A room to tack and avoid B, and B did so.

RYA 2001/11

Richard Kelly

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.

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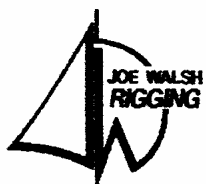
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