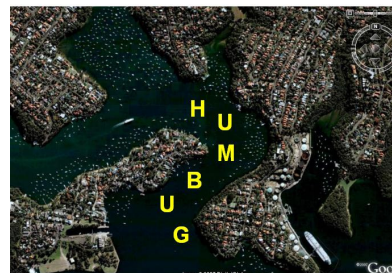


Greenwich Flying Squadron

e - Humbug

Members' Newsletter

October 2011



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.

The new season has already started. Twilight races are on in a few days. Boats have been inspected and skippers briefed on the current racing rules so there is nothing to stop us having another wonderful sailing season.

In addition to this preparation this issue includes important information related to our aquatic licence, what to do in case an accident occurs and information regarding the sailing instructions. These have been published on the club website as well as being given to each of the boats during the safety inspections. Please note the new divisions and starting order.

Humbug would also like to welcome our new sponsor Helly Hansen, a well known company to me from Norway. More in the sponsor section.

So have a good season, know the rules and sail safely.

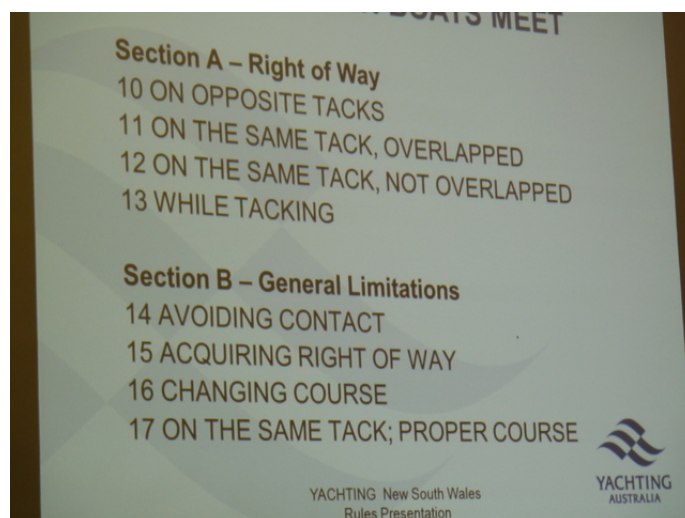
Johan
Dolphin II
Humbug Editor



Skippers Briefing 2011

Presented by Lister Hughes

Good turn up possibly encouraged by excellent nibblies organized by Maree and supported by Waterbrooks.



Commodore's Cockpit.

Our 2011/12 season is under way. Daylight saving is imminent and with it the start of the new Twilight sailing season. The working bee has spruced up the clubhouse. The Aquatic and Liquor licences have been issued, Harvey Porter is sorting out the divisions as I write and the range of arrangements that are required for the season to commence are in hand. We have the same starters and the double Ds are handling catering on Wednesdays again. We are introducing new tables and will be interested in what people think of them.

It will help us to organise the divisions and ensure you can sail if Twilight sailors:

who have not renewed yet complete their renewal applications and pay their subs promptly.

get their safety audits done. The appointed days for free safety audits are 17 and 24 September. Don't forget your proof of insurance.

attend the Skippers Briefing/Rules night is on 27 September.

remember to place the Safety and Emergency Plan prominently on the boat. (crew need to know the procedures too)

We were able to report at the AGM another profitable year: the Club has met its target for a prudent reserve and again we have not needed to raise fees for this year. The new Committee is:

Commodore:	Gordon McGrath
Vice Commodore/Liquor Licensee:	Geoff Lucas
Rear Commodore/Sailing Secretary:	Phil Hare
Rear Commodore: Junior Sailing:	Richard Imlay
Rear Commodore/Twilight Captain:	Michael Armati
Treasurer:	Mark Rhodes
Secretary/Public Officer:	Lisa Craig
Assistant Secretary/Webmaster:	Harvey Porter
Safety Officer:	David Edmiston
Social Secretary:	Maree van Bellen
Membership Secretary:	Roger Gee
Clubhouse Manager:	Gary Mulligan
Humbug Editor:	Johan Brinch

Rod Stewart is taking a well deserved rest from his duties as safety officer and David Edmiston is taking over the role. Our thanks go to Rod for his great work. Otherwise we have continuity on the committee. Feel free to raise any issues you may have with any of us.

I am looking forward to seeing you all in the clubhouse and on the course.

Regards

Gordon McGrath
Commodore

Sailing Secretary's Report

The 2011 – 2012 sailing season is now in full swing. Saturday racing has started, the Twilight Skippers' briefing has been held and the first Twilight Series race is imminent.

Saturday racing has seen the demise of the Etchells as a class with several boats either moving on or being sold as a result there is now an Etchells Combined fleet which comprises the remaining Etchells and the faster yachts from the Mixed Division. If the early races are an indication this new division will be keenly contested. The Etchells will continue to have a scratch series and the combined fleet will be a handicap result. This group will continue to sail the green courses and start on the drop of the green flag.

The remainder of Saturday yachts in the Spring, Autumn and Overall point scores are sailing in a Mixed Division with courses determined by the colour of the flag used to start the race – blue or white. Again, this division is being keenly contested.

The Down Harbour series has also commenced and sails in three divisions – Blue, White and Red. With one race a month, any 'Twilight' boats would be most welcome. The next Down Harbour race is October 8.

Please refer to the website and read the 'Racing Info' presentation in the Yachts/Results section. This contains important considerations related to rules, safety and procedures that you are to be aware of prior to racing.

We have an Aquatic Licence from NSW Maritime which stipulates conditions under which we are required to sail. Condition 100 states that competitors must maintain a minimum distance of 500m from the bow of any ship and 200m from the bow of any ferry and not less than 30m from the sides or stern of any ship or ferry. We are also required to follow the NSW Maritime's policy for handling incidents occurring in aquatic events.

The GFS Sailing Instructions have changes and addition to the previous ones and should be checked prior to racing. Notably, bow mounted anchors are prohibited in GFS races. Please read the Safety and Emergency Plan section on Page 23.

Courses are also changed and renumbered. Saturday course are different to Twilight courses. Saturday course were printed on a yellow sheet and Twilight on a blue sheet.

I wish you all the best for the season and encourage you to sail safely and use common sense in the areas which require caution especially continuing obstructions.

Notice to Skippers – Sailing Instructions Amended

The printed Sailing Instructions have been amended to provide for a change to the starting procedure for Twilight Scratch Starts [SI 11(iv)], Twilight Course Signals [SI10] and to make the area between Bradleys Head and the Bradleys Head Safe Water Mark a prohibited area [SI26 I (vi)] for Down Harbour races.

The amended Sailing Instructions are on the GFS web site. Major changes to the previous Sailing Instructions (2010 – 2011) are in red.

Safety and Emergency Plan for Competitors in GFS Events

Sailing is a sport which involves considerable risk. To minimise this risk participants in GFS events must be familiar and comply with rules detailed in –

Racing Rules of Sailing

YA Special Regulations

Regulations for the Prevention of Collisions at Sea

Maritime Services Act

Before Racing

The Racing Rules of Sailing Part 1 – Fundamental Rules apply to both you and your crew racing with the club. Please be aware and make the crew aware of the implications of Rules 1 – 5 prior to racing.

All competing yachts must have completed a current Safety Compliance Audit (Category 7) and carry the equipment identified on the audit form at all times when racing. The form must be lodged at the club.

Your crew should know how to use the Life Saving Equipment (particularly PFDs) and where this equipment is stowed on your boat. Attention is drawn to YA Special Regulations Appendix B and the need to practise man overboard procedures with your crew regularly.

Competitors should be aware of the predicted weather conditions expected during racing - Sydney Boating Weather 1900 969 955 or <http://www.bom.gov.au/weather/nsw> or <http://www.seabreeze.com.au/graphs/nsw.asp>.

The club does not monitor radio frequencies during races.

Emergencies

The club itself is **UNABLE** to provide emergency assistance to boats in distress. The crew of any boat in distress, or the crew of another boat witnessing a boat in distress should contact emergency services on **000, 112 (mobile)**

or VHF Channel 16.

Emergency Contact Details

Emergency Services 000 or 112 (mobile) or VHF Ch16

Water Police (02) 9320 7499

Royal Volunteer Coastal Patrol (located at the Spit) (02) 9969 3270

North Sydney Police (02) 9956 3199

NSW Maritime 131 256

Volunteer Coast Guard (02) 9337 5033

Emergency Pickup Points

The following locations are some places where ambulance services may pick up a person requiring urgent medical treatment for a serious injury or illness. There are other suitable safe areas, **don't just rely on this list**, familiarize yourself with these and other places you select. **You must give specific details to emergency services.**

Bay Street, Wharf (adjacent the Club) Bay Street Greenwich (nearest cross street Greenwich Road).

Note: Illegal parking often makes vehicular access difficult

Northwood Wharf, Northwood Road Northwood (nearest cross street Cliff Road)

Valentia Street Wharf, Valentia Street Woolwich (nearest cross street The Point Road)

'Woolwich Marina' (Brokerage 9817 1020), 2a Margaret Street Woolwich (nearest cross street Woolwich Road)

Drummoyne Wharf, Lyons Road Drummoyne (nearest cross street St Georges Crescent)

Greenwich Wharf, Mitchell Street Greenwich (nearest cross street George Street)

Noakes - Berrys Bay (9925 0306), 6 John Street McMahons Point (nearest cross street Dumbarton Street)

Mort Bay Wharf, Thames Street Balmain East (nearest cross street Darby Street)

Luna Park Wharf, Olympic Drive Milsons Point (nearest cross street Fitzroy street)

Watsons Bay Wharf, Marine Parade Watsons Bay (nearest cross street Military Road)

RSYS (9955 7171), 33 Peel Street Kirribilli (nearest cross street Carabella Street)

CYCA (8292 7800) 1 New Beach Road Darling Point (nearest cross street New South Head Road)

POLICY FOR HANDLING INCIDENTS OCCURRING IN AQUATIC EVENTS

PRINCIPLES

1. NSW Maritime will leave the investigation and management of incidents under an Aquatic Licence largely to participating Clubs or governing Bodies/Organisations. In general, all race participants competing under governing body regulations must be aware of the risks involved, and should (mostly) hold appropriate Third Party Public Liability insurance.
2. NSW Maritime will generally intervene only where it is clear that the incident is significant, and action by the Club or Governing Body/Organisation appears to have been inappropriate or incomplete and /or there has been a significant disregard of the marine legislation.

POLICY FOR HANDLING INCIDENTS OCCURRING UNDER AQUATIC LICENCES INVOLVING SAIL, POWER AND PASSIVE (NOT DRIVEN BY EITHER MECHANICAL POWER OR SAIL) VESSELS.

1. NSW Maritime requires the organising Club to investigate incidents between vessels racing in licensed events on the basis of the applicable rules under which the vessels were competing or racing.
2. The Marine Legislation will always prevail where racing and non-racing vessels interact and when vessels competing in separate events are racing under different governing body regulations.
3. The Organiser (Club) of an approved aquatic activity must report all incidents involving a fatality, serious injury and/or significant damage where such is considered significant having regard to the types of vessels involved, to NSW Maritime within 48 hours of occurrence. The Organiser must then report, in writing, the results of findings of an inquiry to NSW Maritime within 28 days of the incident.
4. NSW Maritime may investigate any marine incident particularly where an apparent breach of marine legislation has occurred.

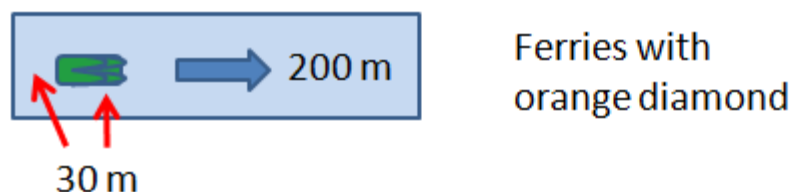
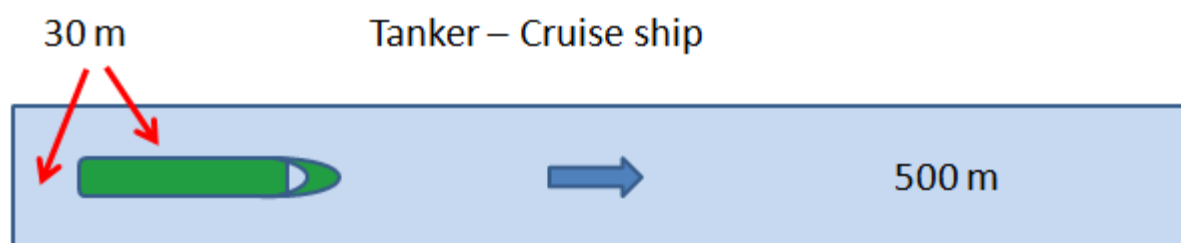
Note:

1. *"Serious injury" is defined as requiring hospitalisation other than for treatment of minor injury or for observation only.*
2. *"Significant damage" is determined having regard to the types of vessels involved and would generally be in excess of a \$ value which is appropriate to the overall value of the vessel (eg \$500.00 quantum could be appropriate for small boats- Sabots, skiffs etc but is insignificant for a "Maxi"), or in excess of \$5,000.00 in all cases.*

Condition 100

ADDITIONAL CONDITIONS SAILING EVENTS

- All competitors **must** maintain a minimum distance of **500m** from the bow of any ship¹ and **200m** from the bow of any ferry² and no less than 30m from the sides/stern of any ship or ferry underway.
- The Aquatic Licensee must ensure that all competitors receive a briefing in relation to the requirement to keep clear of ships and ferries.



Friendship Statistics

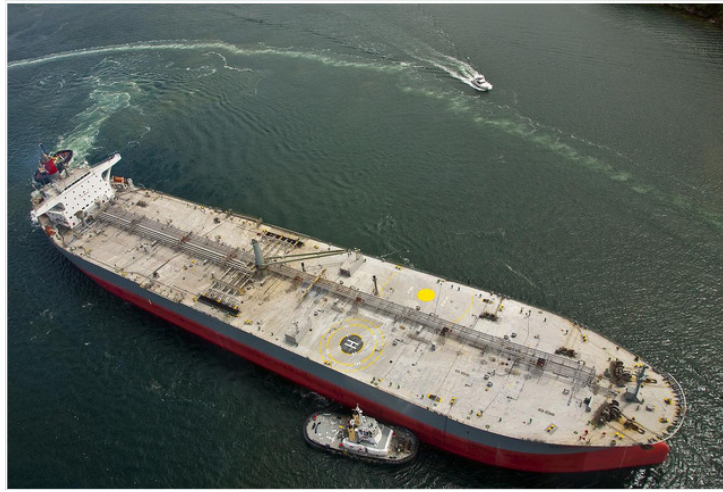
Length	24.85 metres
Displacement	83 tonnes
Speed	12 knots (service speed)
Engine Power	2 x 289 kW
Crew	3
Fuel Consumption	65L/hr



Collaroy en route to Manly

Narrabeen Statistics

Length	69.54 metres
Displacement	1140 tonnes
Engine Power kW	2 x 2238
Speed	12.5 knots (service speed)
Crew	6
Fuel Consumption	350L/hr



Tanker in Barry Bay - ca 190 m long and 30 m wide. Typically moving very slowly pushed by tugs in our sailing area so the 500 m zone is very conservative. However, watch out down harbour!

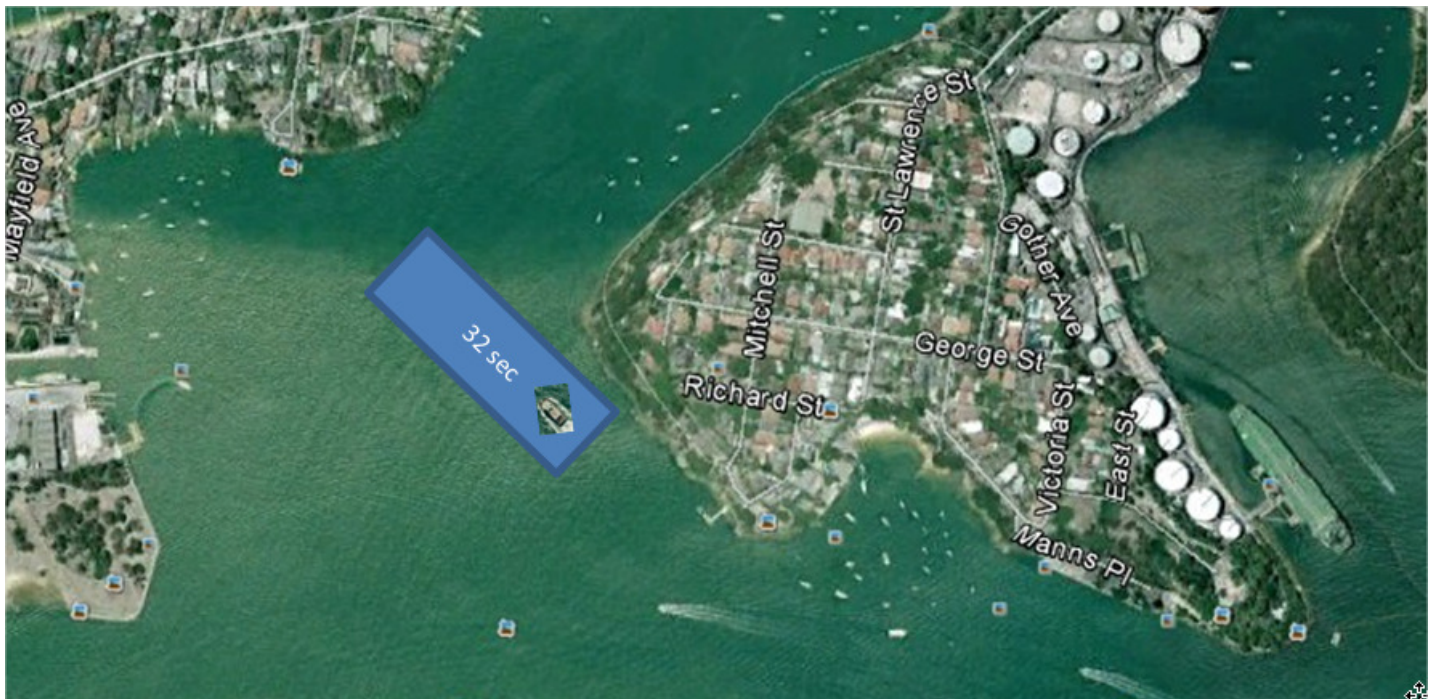


Illustration of the exclusion zone at exit of Humbug. Working speed of the ferries is about 12 knots so the 200m takes near 32 sec. Crossing the zone at 4 knots takes about 35 sec demonstrating the validity of the zone! Common sense prevails.

Ed.

Sailing Rules

A quick reminder of a sailing rule 19.2.

A typical scenario in Humbug. A faster boat (red) is coming up from clear astern to leeward of a slower boat (yellow). There have been cases where the faster boat overlaps the slower and then shortly thereafter calls for room to tack as the obstruction is reached. Is this according to the rules. Clearly not! Rule 19.2 C applies per below. The red boat have no rights, so don't go there. Tack early behind the slow boat while there is room. (confirmed at the Skippers Briefing)



Rule 19.2 Giving Room at an Obstruction

A right-of-way boat may choose to pass an *obstruction* on either side. Part 2 WHEN BOATS MEET 13

When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.

While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

Ed.

Social Secretary's Report

We love the Twilights!

We love the sailing, the competition, the friendly rivalry and not so friendly rivalry at times. (Ha Ha).

We love the BBQ and the drinks on the deck and we love the PRIZES!

As a club we are very lucky to have the fantastic ongoing support of our loyal sponsors. Backvintage and Robert Oatley supply great weekly wine prizes for us to battle for. MacDiarmid Sails provide us with sought after sailing bags. Noakes and Joe Walsh rigging also provide discounts to members who use their services. Waterbrook also offers the club great support by providing supper for the Skippers night and other social activities.

This year we are fortunate to be able to add two new sponsors to our list of supporters. Helly Hansen and Pennant Hills Ford are jointly providing the club with a range of wonderful Helly Hansen sports apparel.

Helly Hansen is also providing club members with a generous discount if they choose to shop either online or at their new concept store in Chatswood Chase.

Pennant Hills Ford is owned by the long standing club member Ian Creak. Ian has supported the club for many years both as a former sponsor and as a competitor on Caliban in blue division.

We appreciate the support of all our sponsors and look forward to a great season of racing.

Maree van Bellen
Social Secretary

PS: The following news release will appear on the HH website <http://www.hellyhansen.com.au>

Sydney, Australia, September 2011 - Helly Hansen announces new partnership with Greenwich Flying Squadron.

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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Your can contact Joe Walsh on
02 9879 0189



Helly Hansen.

Founded in Moss, Norway, in 1877, by Captain Helly Juell Hansen; a sea captain from Norway, Helly Hansen was created on the foundations of providing quality protective apparel to protect you from the elements. The brand was first recognised for its achievements in waterproof material for sailors and sailing enthusiasts who were tired of getting wet and cold. This eventually moved into other outdoor areas where protection from the elements is a matter of survival.

Helly Hansen is the official apparel partners for Team Sanya for the 2011/12 Volvo Ocean Race that kicks off this October, and earlier this year partnered with Thomas Colville as he attempted to break the world record for fastest solo navigation around the world.

For more information on Helly Hansen or to sign up to Helly Crew please visit
www.hellyhansen.com.au




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