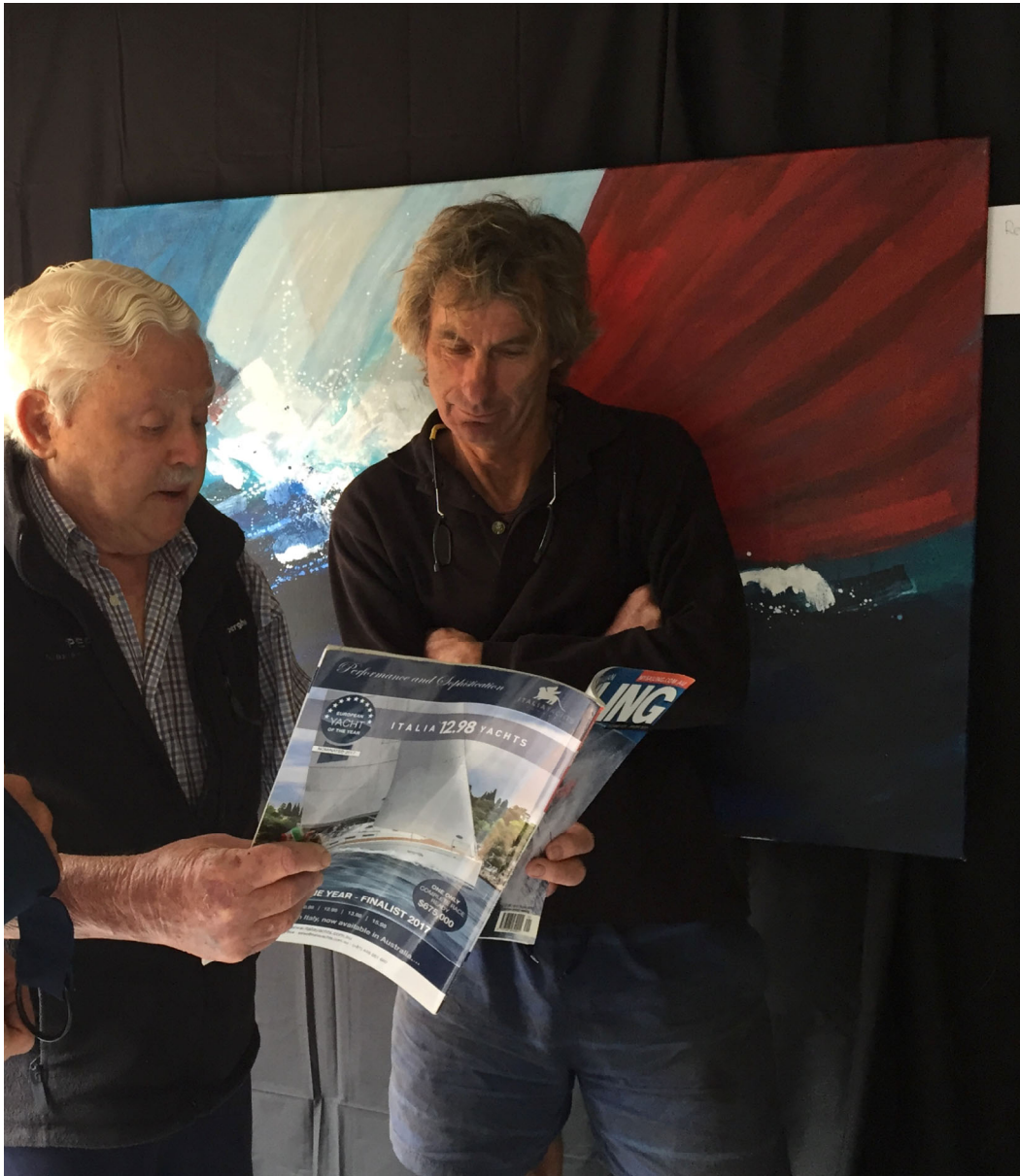


## My Neighbour Keith

**Marianne Urth** shares her memories of our late Patron **Keith Tierney**, her neighbour, who helped her find her feet when she moved to Greenwich from Chile.



*Keith Tierney (L) and Ray Vaughn*

After being born and raised in Denmark then living for 20 years in Chile, I thought I knew what it meant to have good neighbours.

In Denmark, my parents' neighbours to one side watered our plants including the plastic ones when we were away, and the neighbours on the other side were regularly invited to meetings to discuss a particular tree obstructing my parents' view which in the end wasn't chopped down because peace was more important after all.

In Chile, things were a little different. I remember waking one Sunday at 1 am to the unbelievably loud noise of a high school party in the apartment above ours. The owner didn't get to the phone but sent a message through his maid: "let the kids have some fun". We tried to sleep through the thumping of a hundred dancing kids on the balcony until they left at around 5 am. So I guess it was reasonable that Judith and Keith were worried when they heard that their new neighbours were Chileans and had four teenagers.

The day after we moved in, we were invited to an afternoon tea with fresh prawns and champagne for a formal introduction to the Tierneys. Keith made sure our champagne glasses were filled and Judith asked about the children's names, ages and interests – she still remembers those details to this day. Keith was more interested in establishing the limits about the inclinator and pontoon. Somewhere in the

conversation, someone mentioned sailing, maybe inspired by all the photographs in the Tierney's living room.

"So you like sailing, do you?" Keith asked with a conspicuous glint in his light blue eyes.

"We love sailing," I said. "We actually met on a boat in Italy."

"Hmmm, let me see what I can do for you."

Before the champagne glasses were empty, he had arranged for us to be on board *Jackpot* for the next Twilight. At that point, we had not even seen the start of a GFS Twilight race but Keith's enthusiasm was contagious and we hopped on board the Van Bellen's boat two days later. That was the start of another wonderful friendship, but that's another story.

After the first race, Keith received us on the deck. "You look like you enjoyed that," he said with a grin.

Our windblown hair and red cheeks might have given him an idea of how we felt. That same night, he insisted we take the inclinometer up with him after the last drink had been served.

We have many other happy memories with Keith: on the dance floor with Judith at my birthday party; and feeding our dog forbidden potato chips on the Deck of Knowledge in the hope she would stop barking at him when we discussed gardening ideas over the fence. For Keith was full of ideas and plans he liked to pass on. When we bought our boat he insisted we take it south instead of north: *Everybody goes north. Tasmania is a great place if you pick your weather.* We still haven't done it but we will one day. He also passed on the wise words: *Remember you can never trust a Westerly.* It all boiled down to his concern about how he could be of the most help to us, his neighbours, and his community – which in many ways is the essence of Australian culture.

Moving into Greenwich and becoming part of GFS was smooth sailing because we had Keith as a neighbour.

*Marianne Urth is skipper on Vivant.*

---



Congratulations to the GFS members who won medals in this year's Australia Day Regatta (L to R):  
Graeme Davey, Sophie Hawkins, Ann Davey, Ritchie Lees (photo: Richard Hawkins)

## Skippering Meridian

**Rosalind Bradley** reports on her first experiences at the helm



*Rosalind skippering Meridian*



*Skipper, Captain, Commander* – these words played little part in my daily vocabulary until late last year, when I responded to an email (thank you, **Jenny Farrell**) asking me to take part in the Ladies' Skipper race organised by the Royal Sydney Yacht Squadron in Kirribilli. At first, I thought the email was for someone else – but no, it was meant for me. After much reflection, I decided to take up the challenge, thinking it was a one-off race. On the contrary, it was the weekly Paspaley Tuesday Twilight Series! Hmmm.

One month on, and my life changed! Truly. I was checking sea breeze apps, tide charts, discussing sailing tactics and even persuading my husband to go out for practice sails. A keen sailor since he was seven (we even met through sailing), my husband cannot believe this change as he's tried numerous enticements over the years to get me out on the water more! Such a simple answer...

I'm on my L-plates for sure. I'm realising the more I sail, the more I don't know. It has brought out primal feelings of terror, surprise and excitement as I take the helm and inch up towards windward trying to gain a few extra metres or wait patiently for the wind to kick in. On the first night, the winds maxed at 30 knots; the tell-tales were having a grand time in the gusts as I held on tightly to the wheel – in survival mode. Light winds dominated the third race and I repeatedly heard the catch-cry: "it's one of the trickiest points of sail", as we were on a run waiting for a breeze to take us over the finish line.

The camaraderie and encouragement of the crew is a sheer delight and I'm enjoying being actively in, and with, the energy of the elements. The feel and sound of the wind and waves – as well as the huge expanse of the harbour – are both liberating and exhilarating. I've even felt tiny seeds of competitiveness in me – a surprise! And I'm actually looking forward to getting the feel of the boat more.

Onwards!



*The Gore Creek Trophy was donated in 2013 by **John Wood** and his old mate, the late **Hans Kannegieter**, and is awarded each year to the most improved boat in Twilight Orange Division for the current season. **Rosalie Lucas** gives us a glimpse into its origins.*

The trophy's timber base is history personified in that John cut and carved it himself from a solid piece of Australian Red Cedar originating from the balustrade on the mezzanine floor of the old Mudgee Hotel. The

story goes that Epstein's, a Mudgee hardware store, acquired the balustrade while the hotel was being demolished in the 1960s. When that store was in the process of being wound up years later, a bonfire was lit for excess timber to be burned and a relative of John's wife Rosemary rescued the balustrade. John was given a few lengths of this timber. Information recently obtained from the Mudgee Historical Society indicates the old hotel in question was one of three hotels constructed in Mudgee by 1841 and was state-of-the-art at the time – with exquisite décor and even ensuite bathrooms. John found the trophy's silver section at an antique furniture exhibition at Sydney Showground. I feel this trophy is aptly named because John is fondly known at the club as the Harbour Master of Gore Creek. In more instances than one, he has been invaluable in keeping an eye on the clubhouse and yachts moored below his home situated above Gore Creek!

Postscript: The site where Epstein's Hardware stood is now occupied by Mudgee's Mitre 10. A Coles/Shell Service Station stands on the site of the old Mudgee Hotel.

---

## Electronic Ultrasonic Antifouling

**Christian Charalambous** tried out a new method of antifouling. Here's what he had to say about it.



*Some impressive biofouling in need of removal (photo: Christian Charalambous)*

Does Electronic Ultrasonic Antifouling Work? The short answer is no. The longer slightly more interesting answer is: *no, I don't think so, but it's such a great concept that I really, really wish it did.* Still, it's relatively cheap to have installed, so if you've been thinking about it and want to try it out then I've got some useful information for you.

So why do I think that it doesn't work? Well, I've had a brand new hard antifoul put on the boat, and I installed and am running the ultrasonic antifouling system and it still gets a layer of slime after a couple of weeks, so I dive and clean the boat like I always did. Maybe over winter when I leave the boat unattended for months on end, I'll be able to notice a difference – but I'm not holding my breath.

Still want to try it? Well, here are a few things you should know before you go out and buy all the gear:

- **It works best on solid fibreglass boats.** If your boat is sandwich construction like a lot of modern sailing boats are, then it might not work. I've seen some articles which say it'll still work, so long as you're willing to install it on the 'outer' fibreglass layer. That means you need to shave away excess material until you're almost all the way through the hull. My boat had solid fibreglass in 'strategic locations' which included the bilge, so I was fine
- **You need to work out where you're going to mount the devices.** Normally you'd put it in the bilge near the sterndrive/propeller area. If your boat is more than 8m long then you'll need to put one somewhere up the bow end as well.
- **You need to come up with a way of powering the device.** If you have shore power then that's obviously not a problem but if you're on a mooring then you'll need a solar panel or something to power it. It only draws 320mA for the single unit or 640mA for the dual – which is pretty good. It also has a low voltage shut-off feature so it won't accidentally drain your battery too much.

If all that hasn't put you off, then Jaycar sells a kit for \$249 (and expect to pay another \$169 for an extra unit if your boat is more than 8m long) but you have to put it together yourself. It comes with everything you need, including instructions, a circuit board, transistors, capacitors, and more. You just need basic soldering skills and about two hours of patience to put it together. The best hint is to find a photo of what it should look like, and then stick all the electronic components on like in the photo. In fact, if you do it this way you can practically throw the instructions away. Jaycar also sells pre-assembled kits which cost \$999 if that's more your speed.

If you decide to give it a go, then good luck. I hope it works better for you than it did for me. With any luck, you'll write the next article about your success (and hopefully the secrets to your success).

**Thank you to everyone who submitted articles for this issue of *Humbug*. We received such a great response we decided to hold some back for the next issue. We are looking forward to more wonderful contributions. Please send your articles to [toqfshumbug@gmail.com](mailto:toqfshumbug@gmail.com)**

Please support our GFS sponsors

ZJOOSH

 **BackVintage® Wines**  
AS SELECTED BY NICK BULLERD  
MASTER OF WINE & INTERNATIONAL WINE JUDGE *Nick Bullerd*

**ROBERT OATLEY**  
VINEYARDS



**JOE WALSH  
RIGGING**



---

Copyright © 2019 **Greenwich Flying Squadron**, All rights reserved.

**Our mailing address is:**

PO Box 5092 Greenwich NSW 2065

**Email:** [humbug@gfs.org.au](mailto:humbug@gfs.org.au)

**Clubhouse phone/fax:** 02 9436 1901

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#)