

REGATTA



THE OFFICIAL JOURNAL OF THE GOOWLA REGATTA YACHT CLUB

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COMMODORE'S REPORT

On the water, coloured spinnakers are flying and the racing is as intense as ever. The Marina is filling up and around the clubhouse there is a buzz of excitement as a new season gets underway.

Standing room was in much demand when record numbers turned out to our New Members Night. The following weekend our Photographic Exhibition attracted hundreds of visitors and showcased a club 'in-tune' with its local environment. By the time people had recovered from that four-day event Opening Day was on us and what a splendid day it turned out to be. From His Excellency the Governor to Graeme Foristal's dog on the bow of *Mambo Queen* everyone enjoyed the sunshine, meeting up with old friends and celebrating the start of another season. *(I am also pleased to report that the Governor and Mrs. Scarce have accepted Honorary Membership of the GRYC.)* While the club may rightly be proud of these and other events, let us not forget that their success was achieved through much hard work by an amazing group of volunteers.

With the guarantee of good water depth increasing numbers of Marina berths are being transferred to people who will make good use of them. I am also gratified by the open and frank manner in which some differences were resolved at the recent meeting of berth licensees. While this hardly constitutes a 'new beginning' I trust that all the people using our Marina will be reassured that the club has their best interests at heart.

The funds raised at the recent Photographic Exhibition will ensure that our staging of the State 'Sailability' Championships in March will not impact on the club's bottom line. In addition, I am pleased to note that the income received for our Sail Training activities has more than met the cost of

buying the two Pacer dinghies earlier this year. In the past 12 months more than 30 new members have been introduced to the club and to sailing through these activities.

On the downside the Friday Bistro, which is the social hub of the club, is under threat from the shortage of volunteers and reduced patronage. The present situation is unsustainable and it is inevitable, in the absence of a few more volunteers, changes will have to be made. The Friday bar takings and profit from the Bistro are a significant factor in our annual accounts and any change is likely to have an impact on that situation and the character of our Friday the club. Cathy Portas will keep you posted of any changes that need to be made through 'Socially Yours'. I am also grateful to Past Commodore 'Robbo' Roberts for volunteering to open the bar on Monday evenings, so why not come along and enjoy a convivial drink after your hectic weekend?

Most regular sailors will be aware the Clayton Regulator has been breached, buoyed and is navigable and giving access once again to the river and Lower Lakes. Similarly the Barrage Lock is operating on demand and there is a good water depth at the mouth – but be careful and watch the tides. In excess of 30 gegalitres (billion litres) are flowing out to sea daily.

Finally Christine and I extend to you our warmest wishes for a safe and happy Christmas-time and look forward to sharing it with you at the GRYC.

Don Richardson

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VICE COMMODORE'S REPORT

ON WATER ACTIVITIES RACING

We have had a great start to the season, with keen racing on Friday nights. We were able to complete five out of six races in the first twilight series. The 2nd race was cancelled due to strong winds. The Race Committee and PRO have set the guidelines for race cancellation wind strength at 25 knots average or gusts to 30 knots in the hour before the start.

I am not pointing the finger at anyone, but we have had collisions in three of the races. Fortunately, except for pride, we did not have any serious personal injury, but we did have considerable boat damage in each instance. Please take care and keep a sharp lookout. Remember it is everyone's duty to avoid a collision no matter if you are in the right, and it's really hard for us to keep the boat numbers up if you keep on having to put them in for repair. PLEASE, PLEASE, PLEASE keep away from the start line and adjacent areas when it is not your start.

A certain person in a bright red 21 spoke ever so politely at me the other day for being in the wrong place during their start, and I probably deserved the tongue lashing I received.

SPONSORS

A big thank you to Goolwa Jetty Builders and Allen Edwards for sponsoring the first series of twilight races.

By the time *Regatta* goes to print we will be into the next twilight series, which has 3 divisions: Spinnaker, Non spinnaker and Dinghies. This series is being sponsored jointly by **AV Jennings and Weeks and Macklin Real Estate**. It is great to see new sponsors coming forward. This group has sponsored two series and I know all GRYC members appreciate their support.

If you are unable to get to the Friday Twilight races, remember the Summer Series races on the last Saturday each month followed by the club BBQ. **L.J. Hooker**, represented by Bruce Pattullo, is sponsoring this event, and they would love to see more boats competing. It is fun, and a lot less rushed than the Friday nights.

MILANG-GOOLWA

We tried but we failed. It was looking like the Department for Tourism was going to fund the Milang to Goolwa Race next January. However, we have now been notified that funds are not available. We will definitely run the event in January 2012, which gives us more time to achieve our sponsorship goals.

GOOLWA REGATTA

The Goolwa Regatta in January 2011 will still go ahead and I will be looking for volunteers to make this the success that it should be.

The format will be: The Dash For Cash, sponsored by **Elders Real Estate**, starting at 6 pm on Friday night, 21 January. Entries will be accepted from boats with CBH greater than 0.739. Two heats with a maximum of 12 boats per heat. Best four from each to compete in final.

Two long races will be sponsored by Nautilus Marine Insurance. A long race on Saturday 22 January (approximately 4 hours) with a course at least as far as Rat Island and finishing back at the Club.

Saturday Night we have entertainment and meals planned.

Sunday's race will be slightly shorter (approx 3 hours) with a course, depending on wind strength and direction, at least as far as Clayton and finishing back at the club for presentations.

Speak to friends and acquaintances who have not put their boats back into the water yet and encourage them to participate. If all active sailors get one more boat involved, we could have a 100 boat fleet on the water for Australia Day. It's up to each and every member to help promote our club.

To all the volunteers on the bridge, in the rescue boats or in the kitchen: THANK YOU

Your dedication is appreciated by all.

To all members: have a safe and happy Christmas, and I will see you on the water for the Christmas Twilight series.

Brendan Murray

REAR COMMODORE'S REPORT

HOUSE AND GROUNDS

In the last issue of *Regatta*, I said I would be developing a club facilities upgrade plan that we can consider and implement over the next few years. I think there is an opportunity to market the GRYC for special functions (weddings etc) and for sailing training for yacht class associations in South Australia. We would need some improvements before we promote heavily, and the improvements will be incorporated in the club facilities upgrade plan. I think both propositions build on natural strengths of the club, and are consistent with what people like about the GRYC. What do you think?

Talking about the facilities, you will see some changes soon in the BBQ area to improve the flue system – I know many people will miss the friendly smoke haze.

The Friday Bistro has been a great success in recent years, due to magnificent efforts from a small team of volunteers. To reduce the pressure on these club members, we are exploring a number of options. Some paid staff will be sought initially, giving us capacity for other functions as well. A more commercial operation is another option that we may explore. While we chase some leads, the Bistro menu will be simplified so that the volunteers can enjoy the club too.

All the social activities associated with the Christmas Series promise to make for a real seasonal celebration (almost as good as the races!). Book now for the New Year's Eve event. It will be a Beach Party, to finish off an amazing year for the River Murray and the Lower Lakes, Goolwa and the GRYC.

It is a fun place to be at the GRYC. - Enjoy.

Locky McLaren

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Governor Opens GRYC Sailing Season 2010-2011

Governor of South Australia, His Excellency, Rear Admiral Kevin Scarce opened the Club's sailing season on Saturday 9th October. Rear Admiral Scarce's grasp of and interest in sailing gave the occasion much status. Our Flag Officers, Commodore Don, Vice Commodore Brendan and Rear Commodore Locky were suitably attired (Admirals all!). Commodore Don Richardson welcomed the Governor and guests who were then taken aboard the *PS Oscar W* for the sail past. A flotilla of some 40 boats participated - only a few boats sailed (notably *Vintage Red*) given the blustery conditions and the flags and bunting, to say nothing of champagne and picnic hampers that adorned or filled the boats and made for a happy and humorous day especially given the variety of "Three Cheers for the Commodore and GRYC" and the different

pitch and tone as crews called out the names of their respective vessels - "Three cheers for *Baku*, *Maid Marion*, *Marcelle* and *Oblivious*" etc! Opening Day was enjoyable but an Opening Day Race following the sail past, would be a significant finale and truly herald the opening of the sailing season.

His Excellency Rear Admiral Kevin Scarce, Governor of South Australia addresses members of the GRYC at the Opening of the 2010-2011 Sailing Season at the Club on Saturday 9th October 2010 backed by the GRYC Commodore, Don Richardson and the Rear Commodore Locky McLaren ▼



▲ Commodore, Vice Commodore and Rear Commodore acknowledge GRYC Club members on Opening Day



▲ "Baku" – Murray & Denise Symonds and friends salute the Governor of South Australia, the Commodore and the GRYC on Opening Day



Berths filling up on Opening Day ▶

Club Profile – Alan Edwards

Generous GRYC Sponsor and Skipper of *Marcelle* and *Edith*

Alan Edwards smiles easily when he is asked about Goolwa Jetty Builders, or rather his generous and continuing sponsorship for GRYC. There is no hint in all this that Alan thinks he is 'being generous'. "It's what you do if you think you can help," he says and "as you know I'm committed to GRYC". Alan is open, full of easy self deprecating humour. He arrived in Goolwa in 1981 from Maroochydore on Queensland's Sunshine coast, and he says met Jock Veenstra who introduced him to the Apex organisation, "which soon became a young man's fund raising club." Alan has been involved in a wide range of sponsorship and fund raising ever since. "That's my dad's nature," says his daughter Chelsea.

Alan specialises in building jetties and moorings. He's built them on the Murray from Morgan, Swan Reach, Bowhill, Mannum, Murray Bridge, Tailem Bend to Milang, Narrung and Goolwa. But also Alan is involved in building and repairing boats of all shapes and sizes; witness his Restricted 21 *Marcelle* and the old riverboat *Edith* as well as the many boats in need of repair and maintenance in his marina.

Come what may, Alan Edwards is an optimist. He's taken in his stride and recovered from major neurosurgery. Always considering others he perceives his responsibilities to his family and community with resolution. This, of course, is his primary commitment but there are many others. Alan's optimism and giving is intuitive, instinctive, from the heart. Evidence of his generosity is about him; he's open, welcoming, full of keen delight at what he might do for someone else and is rather like his workshop - providing evidence of wide interests, energy, skill and dedication.

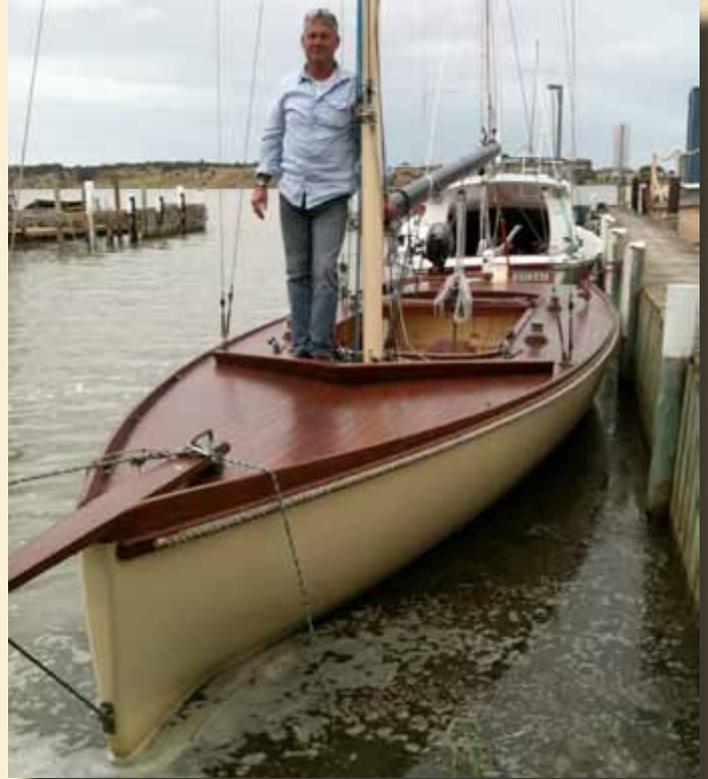
Alan's sponsorship and fund raising includes supporting Novita Children's Services (formerly the Crippled Children's Association of SA), local services in Goolwa, and, since 2000, an orphanage in southern Vietnam known as *Children of Babria*, inland from Vung Tau. As part of Alan's fund raising and sponsorship he has long been a member of the Variety Bash and has many hair-raising stories to tell of those fund raising ventures.

"It's what you do if you think you can help," was Alan's reply when I asked him about his 10 year involvement in this Vietnamese orphanage.

"I'd heard about this orphanage, which was Australian built, and so I needed to see it for myself, to see that it was real. There are 70 cute kids there with the age range from a few months to 15 years so you have to do something for them. On my last trip we bought 65 Vietnamese made bicycles for the orphanage as well as building an adventure playground."

SPONSORSHIP - IT'S WHAT YOU DO IF YOU THINK YOU CAN HELP

Alan's workshop is a treasure trove of local history, history of yachting, and of 'work in progress.' There is so much to see here that you'll likely forget time; old and new timber which create their own mystery, messages and history; nuts and bolts of all ages, shapes and sizes; two and four stroke outboard engines – some old, some new, some rusted to oblivion, some just waiting to be repaired.



Alan aboard *Marcelle*

Ropes of all lengths, thickness, age and type are here, neatly coiled and hanging. Then there are tool boxes, oxygen cylinders, propeller blades, nothing thrown away because in due course Alan could find a use for them or know someone in need.. There are model yachts here, some imposing reminders of the first America's Cup races, some dust covered and unfinished, some are just hulls lying on their side waiting, hoping for the repairer's touch. I counted at least 10 but there is bound to be more tucked away and then of course there are photos and paintings. In Alan's old 'ammunition barge', that Chris Crabtree used to own, are of course more photos and paintings. Significant among them is a faded picture of the river boats *Edith* and *Esther* with their listed crew. On the *Edith* on that first race day were Bill Ballard (skipper), Geoff Burns, Ray Evans, and Doug Armfield; and on the *Esther*: Bill Appleby (skipper), Jack O'Malley, Ozzy Pearson, Bill Kearns, and Bob Appleby (commemorating the first Milang-Goolwa in 1966) so this yachting history lies in the old photo with its association with the Milang-Goolwa Freshwater Classic and also of course in the *Edith* moored now at Alan's Goolwa slipway.

Alan keeps a well-used barbecue in the back of his workshop. Each Sunday morning (and possibly on other days as well) Alan can cook you a fine breakfast. Merely to breathe in his breakfast's aroma is a happy adventure. The full range is on offer, something like his workshop. Fried eggs, bacon and mushroom with baby spinach, topped with camembert and chives are washed down with a mug of coffee. It's another string to Alan's bow but despite his chef's prowess he doesn't think he'll open a Goolwa slipway café anytime soon.

Alan's sailing career in and around Goolwa dates back almost 30 years to when he first sailed the river boat *Edith* (which Alan now

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owns) in the 1982 Milang-Goolwa. Since then, *Edith*, with Alan at the helm, has won the river boat class three times and three times has come second. He regularly sails *Edith* in the Sunday vintage boat races.

More recently Alan has built his cream coloured and splendid Restricted 21, *Marcelle* (named after Alan's mother), crafted in fine timber. To gaze at its planked deck is to receive a message that commitment to meticulous boat building skills is still in good hands. As with the *Edith*, onto this fine Restricted 21 passes rain and sun, cold mornings of August, and February's burning sun. But these timber yachts will live on, symbols of a man who values sailing and craftsmanship.

Unfortunately Alan has had a few bumps since *Marcelle* was built, not least in his first twilight race when a collision resulted in *Marcelle's* new Suzuki four stroke being sheared off in the channel in front of the Aquacaf. In the following days even police divers could not find the motor. Does anyone know where it is?

Thanks Alan for your generosity to GRYC, for always giving *Brightun*, *Dolphin* and *Nerana* a good race, for the inspiring examples of your fund raising, your craftsmanship and capacity to find answers to difficult issues when others see no solution.

[Alan alongside Edith](#)



A Changing Sea and Climate Change:

Food for Thought

I recently heard comments to the effect that because GRYC is now *back to pool level* that evidence of climate change is mythical – the drought was *one off!*

However, if we take a more global view of climate, particularly in relation to sea levels and wave height and strength, there appears to be irrefutable evidence of change.

For example there is evidence that average wave heights are slowly rising, and that freak waves of 80 or 90 feet are becoming more common. Waves height off the coast of England have risen an average 25 per cent over the past couple of decades,* which converts to a 20 foot increase in the highest waves over the next half century.

One cause may be the tightening of environmental laws, which has reduced the amount of oil flushed into the ocean by oil tankers. Oil spreads across water in a film several molecules thick and inhibits the generation of capillary waves, which in turn prevent the wind from getting a 'grip' on the sea. Plankton releases a chemical that has the same effect, and plankton levels in the North Atlantic have dropped dramatically – climate change?

Another explanation is that the recent warming trend – the so called greenhouse effect – has made storms more frequent and severe. For example, breaking waves have recently lifted a 2700-ton breakwater, *en masse* and deposited it inside the harbour at Wick, Scotland and have blasted open a steel door 195 ft above sea level at Unst Light in the Shetland Islands. Similarly huge waves have destroyed docks and buildings in Newfoundland, that haven't been damaged for decades. As a result, stresses on ships have been rising.

The standard practice is to build ships to withstand what is called a 25-year stress - the most violent conditions that a ship is likely to experience in 25 years. Last year the wave that flooded the wheelhouse of the Queen Mary, 90 feet up, must have nearly exceeded her 25-year stress. Unfortunately, the 25-year stress is just a statistical concept that offers no guarantee about what will happen next year, next week or tomorrow. Food for thought and discussion!

Editor

* Sebastian Junger (2010) *The Perfect Storm* Melbourne Hamish Hamilton - In *The Penguin Book of the Ocean* Melbourne: Hamish Hamilton.

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River Life Photographic Exhibition

From 1st to 4th October, 2010 the GRYC held its inaugural photographic exhibition. There were over 200 entries in four sections: Open Coloured, Open Black & White, Under 18s; and Under 13s. The event was a 'huge success'.

The Exhibition and Competition was generously sponsored by Alexandrina Council, Andersons Solicitors, Glyn Morris & Co Pty Ltd, Doser Interstate Transport, Coventry Laine Framers, Investigator College, Ibis Siding, Encounter Lutheran School, Michael Pengilly MP, Lindy Downing, Friends of the Oscar W, Whistle Stop Café, Aquacaf and Ballast Stone Wines. GRYC is most appreciative of this sponsorship.

The exhibition and competition was opened by Xavier Minniecon from Nine News Adelaide. Daniel Pangrazio, President of the Adelaide Camera Club, and past President of the South Australian Photographic Federation, judged the "Open Coloured" and "Open Black & White" Photographs and Kate Elmes judged the Under 18s and Under 13s.

Stephen Chapple's photo *Backwater Blue* was the winning colour photograph and Chris Walton's *Angular Reeds* won the black and white section. It is estimated that some 800 people attended the exhibition during the October long weekend. Funds raised from the exhibition will support the GRYC junior sailing and Sailability Program.



Currency Creek in Flood

The headwaters of the Currency Creek around Kingsbrook received a deluge in late September which created the flood scenes and flowing creek depicted below in Jo Holden's photographs. These photographs are for the record because the headwaters of the Currency Creek have already disappeared. When did the Currency Creek last experience flooding like this other than in 1956?



Cruising News

As we enter the new season we not only have plenty of water and access through the regulator at Clayton, but there is even the possibility of flooding. Who would have imagined there could be such a change in such a short time?

We have a very full season of events in the club this year and a number of the cruising events are tied in with the longer races to provide an opportunity for the non-racers to also participate in a less stressful way. And the cruising season has started with a 'bang' – there were about 40 people who camped on their boats and enjoyed a BBQ tea at the Finnis River anchorage after the Finnis Race. About the only person missing was yours truly who managed two swims to clear a fouled propeller and didn't make it to the anchorage.

The next cruising event is something a little different – it is a picnic day at the club with some on-water novelty events so you need to bring your boat and your crew. All the action will happen off the club

marina and will be fun for spectators and competitors alike.

And lastly the club doesn't normally run events over Easter, but I have had a number of requests to run a cruise onto the Lake. So, I am proposing a multiday 'cruise-in-company' over Easter. Here are some quick notes and a possible itinerary, I am taking bookings now, and will run the cruise if enough people are interested. The cruise will cover some of the anchorages available to us in and around the lake, and is a chance for new members to cross the lake with other boats. It is suitable for any boat with accommodation, and will be staged for river/motor boats to take advantage of early morning starts and flat waters. There are minimum safety requirements that will have to be met by all boats.

Please be aware that the Lake can be dangerous and we may need to spend extra days in an anchorage if conditions are not favourable.

Simon Barrow



Sailability

The State Sailability Championships are being held at GRYC on the 5th and 6th of March next year. This event has in recent years been held at Port Adelaide Sailing Club in the Port River with many races disrupted by tugs, party boats and tankers plying the river and having right of way.

The Sailability committee is working away to make this event successful and attractive to interstate and intrastate sailors who enjoy the competition and camaraderie. From our 30 sailors we have 11 who intend to participate and are each looking for a volunteer crew member to sail with them, if you are able to help please let us know. They will also be attending extra sail training days on Saturday afternoons two weeks after each gazetted Sailability day. As we have more sailors than boats, Adelaide

Sailing Club has offered spare access 303s and Liberties for our sailors at the event.

Since the introduction of Sailability at GRYC more than 10 years ago we have gained a reputation of a very well run and competitive group. With the recent disastrous water conditions, this edge has faded somewhat. With your help and a little luck we hope to regain this reputation next year.

I would like to thank our regular volunteers who sail, set up boats provide lunch and do the many jobs associated with the regular days as well as the race training days. We find the work most rewarding but we desperately need more volunteers, both on and off the water, so any one wishing to join us please contact me on 0408 553 210.

Brian Southcott (Chairman Sailability)

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