



GOOLWA REGATTA YACHT CLUB  
Established 1854

# REGATTA

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The Official Journal of the Goolwa Regatta Yacht Club



## Commodore's Comments ...

Welcome to the first edition of Regatta for 2020. Well, when I started writing this report it was a very different world to the one we are in now... Due to COVID-19 we have had to suspend the Club program and close the Clubhouse. These are unprecedented times for the GRYC, but the Club is resilient and we will rebound.

**continued over the page >**



GRYC welcomes Brigand to the Club.

Brigand is a wooden yacht built in SA in 1890. It is one of the very few remaining yachts in Australia from this period and it is particularly significant to South Australia's yachting history. **see page 4**



Haida Gwaii (meaning "Islands of the Haida people" being an archipelago off the north coast of Canada) on it's first adventure with new owners Kate and Joe. **see page 13**

# GRYC

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<b>CONTENTS</b>	<b>page #</b>
Commodore's Comments	2
Online Events	2
Vice Commodore's Report	3
AGM Notice	3
Club Manager's Report	4
Welcome Brigand	5
Committee Update	5
Club Clock	5
Regatta Week and MGFC	6
Photo Gallery	7-9
Volunteers	10
Marina Matters	10
Noisy Neighbours	10
Grant Application Update	11
A Historical Record 1945-1995	11
Tuesday Working Group	12
Melbourne Cup Lunch	12
Sailability	13
Haida Gwaii	13-15
Club Sponsors	16

Our sponsors are key to the financial success of this club and this year we have welcomed on-board Bombora on the River as sponsor of the third Twilight Series. The full list of our event sponsors can be found later in this edition. It would be significantly more difficult to offer the program we do without them. I encourage all club members to consider these businesses when making your purchasing decisions.

As I write this, my last Commodore's Report for Regatta, I have a smile on my face as I think of all the great things that have happened at the GRYC over the past 2 years. We are now the 'home' of the Secondary Schools Team Sailing State Championships, the Sharpies are a regular on our program, air conditioning has been installed, we have a new Hansa 303, Regatta 1 is now equipped with a wind anemometer and chart plotter, the Bridge has had a makeover and behind the scenes significant improvements in technology, process and documentation all position the club well for the future.

Personally, I would like to thank you for the support that you our members have given over the years. It is an unassailable fact that the members of our club are happy to help. All one needs to do is ask! As the time comes for me to move on and let someone fresh take over and I am confident that Randal Cooper will do a great job. He will do it differently from me, as I did the job differently from Lyn. Please give him all the support that you all gave me. It is a big job he is taking on and he will need support from all our members. Thank you all.

**Louise Edwards,  
Commodore**

## Commodore's Comments (cont) ...

On a more positive note:

In the meantime, your General and Race Committees have developed a virtual program to keep members engaged and entertained. Many thanks to all who have contributed and participated.

The GRYC hosted for the first time the Team Sailing Metro/Regional trials which were a great success. We are penciled in to host them again in 2021.

The Finnis River Vineyard / Coorong Quays Hindmarsh Island Goolwa Regatta Week was a wonderful success with the wind ensuring all who competed in the Milang-Goolwa Freshwater Classic had a quick sail home. There is a full write up of the race with results later in Regatta.

Our annual racing program kept many of us busy with a variety of formats. Few clubs can garner the numbers we do and it is great to see new boats and crews on the water on a regular basis. Your Race Committee has been focused on ensuring we can offer the best racing possible. If you are interested in joining the Race Committee please let me, Mike Ludlow or any member of the Race Committee know.

Later in Regatta you will find information on the filling of General Committee positions. If you are interested in getting involved at this level, either now or in the future, please do not hesitate to contact me or any other member of the General Committee.



## 2019 - 2020

### Season Program

## Online Events with GRYC

As a way of staying in touch with the GRYC community and to help us all get our yacht club fix, we will be taking our club activities online.

Keep an eye out in your email inbox for invites and links to our online events listed below.

Each event will be on Fridays at 1730 for around 20 minutes.

**Welcome to GRYC Online Season Program**

- VHF Radios - Part 1
- Rigging 101
- VHF Radios - Part 2
- Hart's Chandlery Tour
- Introduction to Cruising
- VHF Radios - Part 3
- Rope Work 101
- Intro to New Boats at GRYC
- Brewing in Pictures

And many more to come...

If anyone is interested in hosting an event, or if you would like more information, please contact [gryc@gryc.com.au](mailto:gryc@gryc.com.au)

## Vice Commodore's Report

Since our last meeting we have run the Milang to Goolwa and Regatta Week. The people responsible for this event must be thanked for the effort and time they put in to run such a professional event - a great week of sailing and social. The Goolwa to Milang, which our club assisted in the organising once again, continues to grow each year. We should be proud of the fact that our club restarted this event, which once was huge for the Milang Regatta Club, and now they have taken over more of the running and promotion of the race.

The Volunteers Night was a success with catering done by Jade, Jane, Louise and with Liz in the kitchen running the deep fryer. Very cost effective and I think the members can see the efforts we are going to in regards to overheads and running costs, and there was plenty of wine, beer, bubbles and soft drinks to go around. We need to keep in mind this is not a meal, it is snacks and drinks as a thank you.

I have enjoyed the variety of Chefs and different businesses that have been catering on Friday Twilight evenings. The standard of the meals has been excellent and the visitors to the club have given very favourable feedback. We had a table of 10 from the Riverside retirement village on one night when "Jacks Place" were cooking.

The Milang to Goolwa was a huge event. The club as a whole should thank all the volunteers who made this event possible; the race organisers, PRO and Race committee. The food vans seem to be the way to make catering easier on our volunteers and members and add a bit of variety and colour to the event. Having one person, Geoff Perry, to organise the trophies and be on hand to assist at the presentation makes it a lot easier to keep the ball rolling. Next year I think only 1st gets to make a speech.

The Goolwa to Milang was a great day. The Milang Club fed and refreshed us. They run a relaxed, friendly club and event and we need to support them and Clayton Bay Boat Club as much as possible to keep sailing vibrant on our stretch of the river.

The Riverside Race was near perfect for the event and was hosted by the Clayton Bay Boat Club, who gave us the run of the building and BBQ's and it was excellent to have Charles and Caroline on hand to present the awards and outline the philosophy on the race results.

We had started talking to people regarding Guest Chef evenings, but due to COVID-19 that has now been put on the backburner.

We also had a wine appreciation night planned for the 9th of May which has also been postponed. On a positive note, I've spoken to Peter Dry and he assures me that the virus cannot survive in red wine or beer.

Please everyone keep your distance from each other, wash your hands, stay safe and I hope to see you all soon.

**Randal Cooper**  
Vice commodore of the oldest  
yacht club in Australia

## The Annual General Meeting 2020 of the Goolwa Regatta Yacht Club Inc.

will be held at  
GRYC Clubhouse, Barrage Road, GOOLWA  
Sunday 14 June 2020 at 1100 hours

Notice of Meeting and Nomination Form  
for General Committee Members.  
If you wish to receive a hard copy please contact the  
Secretary at [secretary@gryc.com.au](mailto:secretary@gryc.com.au)  
or post to PO Box 321 GOOLWA, SA 5214

General Committee Members Election;  
all positions will be declared vacant.

Voting Members (Life, Veteran and Senior) may  
nominate a Voting Member to the positions of  
Commodore, Vice-Commodore, Rear-Commodore,  
Secretary, Treasurer and five (5) General Members on  
the prescribed Nomination Form.

Forms, signed by Nominee, Proposer and Seconder  
are to be delivered to the Secretary  
by 1700 hours, 22 May 2020

Special Business Items from Voting Members  
(Life, Veteran and Senior) are to be delivered,  
in writing, with full text of motion and stating the  
reason for raising the business,  
to the Secretary by 1700 hours, 22 May 2020

## PLEASE NOTE

### Depending on the COVID-19 Emergency Response restrictions,

GRYC will proceed with the AGM  
either at the Club Premises (as usual)  
or via video link (Zoom);  
or a combination of both.

Social distancing regulations may be altered at any time  
between now and the 14 June.

We will keep you informed of arrangements as they  
become apparent.

Nomination for General Committee positions and  
General Business will be sought in the normal manner.

Many thanks  
Helen Reiffel  
Secretary Goolwa Regatta Yacht Club  
Mobile: 0400 591 691



## From the Club Manager

I think that we can all say that 2020 has thrown us a big curveball and there have definitely been some challenges and changes which we were not expecting to need to navigate. That being said, we are sailors so navigation comes naturally to us.

### THE YEAR AHEAD

Since the onset of COVID-19, a focus of ours has been to secure a strong financial position for GRYC for the year ahead. The lack of income due to the club closure has encouraged us to seek financial assistance with the application of Job Keeper payments, cash flow assistance from the federal government, and discounts and deferrals of payments where applicable.

During the club's closure we have been doing our best to reduce costs. This process has been a positive experience as we have made substantial savings in phone, internet and electricity costs which will continue even after the restrictions are lifted.

A great deal of time and effort has also been put toward a review of our membership classes, fee structure and policies regarding financial hardship. This is with a goal to cater to members who may be in a different financial position in the coming membership year.

### SUCSESSES THIS YEAR

#### Opening Day – Saturday 12th of October 2019

Celebrating its 165th year of continual operation, the strong history and standing of the club was highlighted by the presence of numerous past GRYC Commodores and current flag officers from local and Adelaide-based yacht clubs.

Opening Day of 2019 was of particular significance as we celebrated 50 years since the first opening day as "Goolwa Regatta Yacht Club" in 1969 when the club was reinvigorated after a period of minimal activity. To honour the occasion, a formal reception was held in the Kinnear Room for the "Class of 69".

We were delighted to welcome members of the Committee from that time including Secretary Ian Thornquest, Committee members John Blunden and Geoff Byrnes, a sailor from that time Phillip Byrnes, and the daughters (Ashley and Suzy) and son (Stephen) of Bryce and Barbie Kinnear.



There was a gentle breeze blowing for the opening of the sailing season and by midday the club was awash with colour with bright flags draped around the club and over yachts in preparation for the sail-past and judging of the best dressed boat and crew. The 2019/20 sailing season was officially opened by Yachting South Australia's President and ocean racer, Shevaun Bruland.

The Goolwa Concert Band provided live music while members and their guests took full opportunity of the perfect weather conditions. All enjoyed a picnic lunch either on the lawns or their boats.

The official flag ship for the day was the MV Dominant Star. Flag officers and "Class of 69" guests enjoyed refreshments and delicious finger food while yachts and power boats prepared for the sail past. Sail boats were led by Farr 'n' Fast, helmed by past Commodore, Locky McLaren while the motorboats were led by Grateful, helmed by immediate past Commodore, Lyn Roberts.



#### *A little about Shevaun Bruland*

Shevaun has been a keen sailor for almost 20 years and has raced a variety of boats including dinghies, sportsboats, inshore keelboats, classic river boats, and offshore racers. She has successfully completed 3 Sydney to Hobart races, competed in a Melges 24 World Championship, and contested national championships in 4 different one-design classes (Etchells, Melges 24, Tasars and J24s). Shevaun continues to sail competitively and as a weekend resident of the Fleurieu south coast, she enjoys seeing her children learn to sail here at Goolwa and attempting to kiteboard when the wind is up.

Shevaun Bruland has been on the board of Yachting South Australia for 5 years, and President for the past 3 years. She is the first female President of our State Yachting Association and has taken on a national role within Australian Sailing.

#### Volunteers' Night

Around 200 volunteers across many areas of the club were invited to attend Volunteers' Night. From the more visible roles on safety boats and behind the bar, to the little-seen and known roles of dealing with maintenance and waste management, our volunteers cover a broad range of activities and donate a considerable number of hours to the club. Without our volunteers, Goolwa Regatta Yacht Club would not exist.

A special thank you to Liz Cooper and Louise Edwards for coordinating the catering for this event. It was a delicious spread enjoyed by all.

#### Online Events with GRYC

The doors of GRYC may be closed for now but I can assure you all our volunteers are contributing many hours from home.

Our latest experiment has been to present an online events calendar, the first of its kind for the club. Volunteers such as Peter Britton-Jones, Randal Cooper, Don Hart and Linda Walsh have contributed their time on a Friday evening to host a Zoom meeting on a topic of their choice. All those who have attended will agree that they are a fantastic opportunity to keep the club community going and have been a great chance to learn something new each week. Thank you to those of you who have contributed their time and effort to this project and thank you to those of you who have attended and shared a story and a laugh. It is great to see you all each week.

**See Online Events Program on page 2**

Thank you all for your support as I work from home, everyone has been extremely accommodating during this time and I look forward to getting back to the club with you all soon.

**Jade Irvine  
Club Manager**

## Welcome BRIGAND



BRIGAND is an 8.5m ( 28') long gaff rig cutter. The vessel was built by Fred Potts in his workshop at Calliope in Langhorne Creek, using local red gum *Eucalyptus camaldensis* and steamed American elm for the frames and jarrah *Eucalyptus marginata* for the planking. It was launched on 29 November 1890 at Milang on Lake Alexandrina. Fred Potts loaded the boat onto a timber wagon pulled by eight bullocks for transportation to Milang. There he was assisted by his father Frank and the boat was slung from the wagon by crane into the lake off the Milang jetty.

Shortly after the launch, Fred entered BRIGAND in the Milang Regatta, taking first prize. Three months later BRIGAND won the Wellington Regatta and the handsome sterling silver cup remains in the Potts' family possession. Fred sold the vessel to LC Oliver of Milang for 70 pounds in 1906.

BRIGAND competed in Milang Regattas until 1916 and was owned during this time by the Grundy family and HH Landseer, before passing to the Rumbelow family of Victor Harbor who used it as a fishing boat. From Victor Harbor the vessel went west to the Fleurieu Peninsula and was moored at American River, Kangaroo Island. At a later date it moved to Edithburgh and Port Adelaide, finally returning to Goolwa under the ownership of David James in the late 1990s.

In 2002 BRIGAND was sold to meteorologist Dr Roger Badham and brought over to Port Hacking, New South Wales, after which the vessel underwent a major overhaul and extensive restoration bringing it back to an excellent condition. The sail area remains true to the original plan at approx. 650 square feet and the mast and spars are still original.

Dr Badham found that his work commitments took him away from Australia for six months each year, and in 2015 decided to gift BRIGAND to Alexandrina Council and the community so it could be returned to its home waters. It is now back in Goolwa and part of the sailing scene in the region again.

### Vessel Details

Ballast:	external
Deck layout:	open/foredeck
Deck material and construction:	timber planked
Hand propulsion/steering mechanism:	tiller
Hull material and construction:	timber
Hull shape:	displacementmonohullround bottom
Keel/centreboard/rudder type:	full keeltransom rudder
Motor propulsion:	auxiliary motordieselinboard
Propeller:	single
Rig type:	gaffsloop
Sail cloth:	synthetic
Spar material:	timber

## Committee Update

### General Committee

Unfortunately, due to health reasons, Peter Nielsen has stepped down from his responsibilities at the GRYC - these include Rear Commodore and Chair of the Race Committee. We wish Peter the best, thank him for his time in these roles and look forward to seeing him on the water and back on Committees in the future.

For the interim, Commodore Louise Edwards will assume the role of Chair of the Race Committee and, as such, briefings and results will be handled by herself and Vice Commodore Randal Cooper.

- \* Kate Andre will fill the role of Rear Commodore, retaining her current portfolios of Training, Grants and Cruising.
- \* Mike Ludlow, member of the Race Committee, will fill that casual vacancy and represent the Race Committee on the General Committee.
- \* Lloyd Goudge recently resigned from the General Committee but will remain as Chair of the Marina Committee.
- \* Chris Hocking will fill this casual vacancy with portfolios to be announced.

A big Thank You to Kate, Mike and Chris for stepping into these roles.

### Financial Management

For those of you present at last year's AGM (or who read the Commodore's Report for the AGM) you will be aware that significant work has been undertaken to streamline the financial management of our Club. This has led to the paid Bookkeeper position becoming redundant.

We would like to thank Gaenor Williams who had filled this role for some years, and on behalf of the General Committee and Members we wish her the very best.



### Club Clock

This skipper clock was presented by the Short family in memory of Leslie Short, patron of the GRYC 2007-2009



## Goolwa Regatta Week and the 2020 Milang-Goolwa Freshwater Classic

Goolwa Regatta Week is proudly organised by the Goolwa Regatta Yacht Club, the oldest continually operating yacht club in Australia, which held its first regatta in 1854.

Run over two weekends, the GRW started with the Islander's Tavern Marina Challenge on Saturday the 18th, followed the next day with the Elder's Insurance Southern Fleurieu Aqua Spectacular. On Friday the 24th was the Kies Home Timber and Hardware Dash for Cash; Saturday saw many at the Big Brekky at the GRYC then after delivering their boats to Milang, they enjoyed the fabulous hospitality of the Milang Regatta Club. The big race was held on Australia Day where the GRYC also celebrated the running of the 50th Milang-Goolwa Freshwater Classic!

The "Dash For Cash" was the big draw card on Friday 24th at 6pm, fast yachts on a tight course, no quarter or favours given as some of the best Trailer Yacht sailors swung into action. The racing was short, fast and sometimes loud with the GRYC marina packed with spectators. 11 yachts sailed in two heats and in the final event of the evening it was Nerana, Randal Cooper who won the money, presented by Andrew Kies on the night.

As a warmup for Off The Beach Cats, the Milang Regatta Club ran 3 races on the Saturday afternoon, giving those competitors a chance to tune their boats in preparation for the big race the next day.



In 2020 the GRYC celebrated the 50th running of the Milang-Goolwa Freshwater Classic which has its origins dating back to 1966 when Edith and Esther, wooden river boats, raced from Goolwa to Milang to establish whose boat was fastest. Edith was amongst the fleet of Vintage Wooden Boats racing in this year's Milang-Goolwa and continue the tradition of being the first division to start the race.

The large fleet started at Milang between river cruisers, Dominant Star and Invictus, first away were the Vintage Riverboats at 9am. It was a busy morning at Milang as around 1000 sailors prepared themselves for the 2020 Finnis River Vineyard/Coorong Quays Hindmarsh Island Milang-Goolwa Freshwater Classic on Sunday the 26th of January.

The Milang-Goolwa Freshwater Classic provided lots of reasons for yachties, casual sailors, families, friends and holiday-makers to spend the week in this beautiful part of Australia with entries from Western Australia, Victoria and New South Wales competing this year and promising to return with more friends for a proper holiday with more time to look around.

The fleet of nearly 140 trailable yachts, large multi-hulls and off the beach catamarans and dinghies made for a majestic sight for the thousands of spectators who lined the course, both on land and on water, from Pt Sturt all the way to Goolwa.

The course took entrants across Lake Alexandrina, passing through a gate midway between Milang and Pt Sturt, then between beacon 88 and Point Sturt, along the River Murray, past

Clayton and under the Hindmarsh Island Bridge to the finish line in front of the Goolwa Regatta Yacht Club.

As boats pulled out of the reeds and off the beach at Milang to set their sails, the light drizzle lifted and a soft breeze made its way across the lake. Competitors sailed into a light southerly breeze which faded at Point Sturt for a while before filling in with

a bit more west in it, which increased to 20 knots by 3.30 pm, so a few tacks were needed to stay in the channel on the way downstream. Many commented that the conditions were near perfect!

There was a large contingent of off the beach boats and many were grateful for the reassurance, support and assistance of the Victor Harbor and Goolwa Sea Rescue who provided a professional and superb effort on the day.

The race formally concluded back at the Goolwa Regatta Yacht Club, where the Official Presentations took place.

Louise Edwards, Commodore of the GRYC, in welcoming competitors and guests, thanked the sponsors for their continuing support and noted that: "no other freshwater yacht race brings competitors and spectators together the way this classic yacht race does. I want to thank the hardworking team of volunteers who have made this event such a success."

The W.R. Appleby Trophy for the first boat on corrected in Division 1 went to Jabiru, owned by and helmed by Steve West.

Meanwhile, the Patrons Trophy for the fastest elapsed time of an unplaced yacht went to Nimue, skippered by Ray Brown.

In a long-held tradition, the Keith Veenstra Memorial Trophy for the first Restricted 21 to cross the finishing line was awarded to Altair, owned by past Commodore's Graham and Lyn Roberts and skippered by Ben Kelsey.

Phillip Kelly aboard SteepleJack (Div 2) and David Barnes aboard Windrunner (Div 3) shared the AB Kinnear Perpetual Trophy.

The Commodore's Trophy went to Locky McLaren Farr 'n' Fast (Div 4) and Justin Stanbridge Mackie (Div 5).

Phil Remilton aboard Wilparina III kept it in the family winning the Remilton Trophy for the fastest elapsed time in the large multihull division.

Ferocious White Hunting Rabbits skippered by Chris Todd was the best of the OTB monohulls and won the prestigious J. A. Blunden Trophy.

Ash Rowley had a great race on I Shrunk and won the Animal Scanning Services Trophy for the fastest corrected time for an OTB catamaran.

Having a fabulous race and taking home a swag of trophies was 7 Meals, Craig McPhee who won The Crowhurst trophy and the Blue Darling trophy.

The Sinner skippered by Bradley Spencer was awarded the Cock of the Lake for the fastest elapsed time across all divisions and the Animal Scanning Services Trophy for the fastest time for an OTB catamaran.

New to 2020 was the Sue Howell Women's Cup for the best performance by a women's crew or woman skipper/helm and that was awarded to Kate Andre skipper of Kungari.



## Goolwa Regatta Week and the 2020 Milang-Goolwa Freshwater Classic

### Results

#### Division 1 On Corrected:

Jabiru (S West)  
Terrible (T O'Connell)  
Edith (A Edwards)

#### Division 1A On Corrected:

Altair (B Kelsey)  
Endeavour (L Bartlett)  
Dolphin (C Reiffel)

#### Division 2 On Corrected:

SteepleJack (P Kelly)  
7 Meals (C McPhee)  
Oh Really (M O'Reilly)

#### Division 3 On Corrected:

Windrunner (D Barnes)  
Restless (R Slee)  
Neophyte (D Morrison)

#### Division 4 On Corrected:

Farr 'n' Fast (L McLaren)  
WhizzBang (K Bannister)  
Wind in the Willows (R Rees)

#### Division 5 On Corrected:

Mackie (J Stanbridge)  
Issabell Grace (K Shulz)  
Southern Accents (D Marsh)

#### Division 7 On Corrected:

P Town (J Atkinson)  
The Tribe (J Hardy)  
Wilparina III (P Remilton)

#### Division 8 On Corrected:

Let It Go (J Richardson)  
For Petes Sake (P Allison)  
Ferocious White Hunting Rabbits (C Todd)

#### Division 9 On Corrected:

I Shrunk (A Rowley)  
Wild Turkey (B Lienert)  
Game On (J Newton)

For the full results, visit  
[www.goolwaregattaweek.com.au](http://www.goolwaregattaweek.com.au)



## Riverside Race finishing at Clayton Bay





## Opening Day



## Volunteers Night





## Dash for Cash



## Marina Challenge



*photos courtesy of Canvas Sails*

# Milang to Goolwa



*photos courtesy of Canvas Sails*



# Freshwater Classic





## Twilight Sailing



## Sailability Challenge



*photos courtesy of Canvas Sails*



## Tuesday Working Group Melbourne Cup Lunch



## Mystery Photo



Who remembers  
this spot ???

## Alexandrina Council Community Grants Ceremony





*You are the Club  
every bit of help you give  
will help your club!*

GRYC is your club and needs your input to function successfully.

Time and money resources are required in the running and upkeep of the Club's assets and activities.

*More than ever,  
GRYC needs every member's support.  
Please assist wherever possible*

- *What skills can you bring to your club?*

- race management, bar service (RSA), catering, grounds, clubhouse
- maintenance (painting, carpentry, plumbing etc), spring cleaning, asset management, key register, filing, fundraising, private functions support, etc etc

- *Which areas can you provide support to?*

- Administration, racing, marina, club events, sailability etc, etc

Please reply along with suggestions for the coming season.

Email to Helen R, at  
secretary@gyrc.com.au

*Remember Attitude is Everything*



## Marina Matters

The annual GRYC Marina Berth Holders meeting was held on the 10th November 2019 with 30 Berth Holders attending.

The following are the main outcomes passed at this meeting:-

1. That the sinking fund for major repairs, considering that the marina is valued at \$1.5 to \$2.0 million and it is self-insured, should be of the order of \$600,000 – in order to achieve this, after discussion it was proposed and carried that the annual berth maintenance fee be set at \$400 for 2019/20.
2. That there is an acute need to attend to damaged and failing attenuators and it was agreed that the Marina Maintenance Committee engage a suitable civil engineering consultancy to assess, report and advise on alternative attenuators designs. As a result, the Marina Maintenance Committee have invited the engineering consultancy WGA, who have previously advised the Club on engineering matters and are familiar with the structure of the Marina, to attend the next meeting of the Committee on the 16th March to advise on this issue.
3. The rollout of service pillars, with the addition of hoods to reduce light scatter, continues in batches of 5 as per the agreed schedule.
4. A Future Long Term Maintenance Plan for the Marina is to be developed by the Marina Maintenance Committee in conjunction with the TWG.
5. At the following meeting of the Maintenance Committee held on the 2nd December 2019, the recommendations arising from the Berth Holders Meeting were actioned – in particular developing a framework for the Marina Future Maintenance Plan and an overall Strategic Plan.
6. The question of when is a boat too large for its berth to the extent that damage to both the berth and the boat is a real possibility has been raised. I am not aware of any recommendations re boat size per berth size in either the Marina Agreement or Marina Sub-licence documents. At present there are 2 large boats that clearly have or could cause damage to the Marina infrastructure. After inspecting both of these situations it is recommended that both boats be relocated to the large berths at the end of the fingers as soon as possible and that guidelines be developed and incorporated in the relevant documents.

**Marina Maintenance Committee**



## Noisy Neighbours

Recently we have been receiving a large number of complaints from the neighbours of GRYC about the noises from the boats in our marina. I have been giving my best effort to fix this problem however, it is a huge task and I need your help.

May I please ask that -

- If you own a boat in the Marina, can you please run a snuffer up the mast track of your boat.
- Please tie halyards away from the masts.

The club currently has 2 snuffers. If anyone has any spare snuffers we would love to have some more which we can use and would appreciate any donations.

If anyone has any information or suggestions on how else I am able to fix this problem, please let me know.

**Jade Irvine  
Club Manager**



## Grant Application Update



### Air-conditioning and Adjustable Kitchen Table.

The GRYC successfully gained an Office for Recreational Sport and Racing Active Club Program Grant of \$12,774.00, for the installation of air-conditioning and an ergonomic industrial kitchen table. This grant covered 75% of costs incurred and so a big thankyou to the Tuesday Working Group for assisting with the short fall. The grant application was framed on providing a safe and comfortable environment for our volunteers and varied clientele.

The severe temperatures recorded in the kitchen and bar area were of relevance within the application, with the air-conditioning assisting the club to meet its occupational health and safety obligations.

Similarly, the new height adjustable table, with stainless steel worktop, adheres to food safe and ergonomic standards. The table can be lowered to enable individuals to be seated, enabling wheelchairs access to assist in food preparation, furthering the club's principles of inclusivity for all its members.

I would like to express my particular thanks to all those involved in the planning, funding and assemble of the table, as this was not a standard off-the-shelf product.

Nick Jamar Joinery of Meningie provided significant assistance in the design phase. Nick's experience in designing and installing disability access kitchens proved to be useful and reassuring when deciding on a product. Further to this, Nick provided the mechanism, frame and MDF tabletop at cost on the agreement that we would take him sailing when he was in Goolwa next.

Joe Laforgia and I assembled the frame and mechanism, something outside of our usual scope, but fortunately our work has met the scrutiny of various other club members. Randall Cooper and his team from Goolwa Mast and Welding provided and fabricated and fitted the stainless steel for the tabletop and transported the final product to the club house.

Those of us on bar duty have very much appreciated the cooling airflow of the air-conditioner on various hot nights over summer.



Thank you to all, for your assistance, and hopefully sometime soon we can raise a toast in gratitude to the Office for Recreational Sport and Racing for supporting our club.

**Kate Andre**

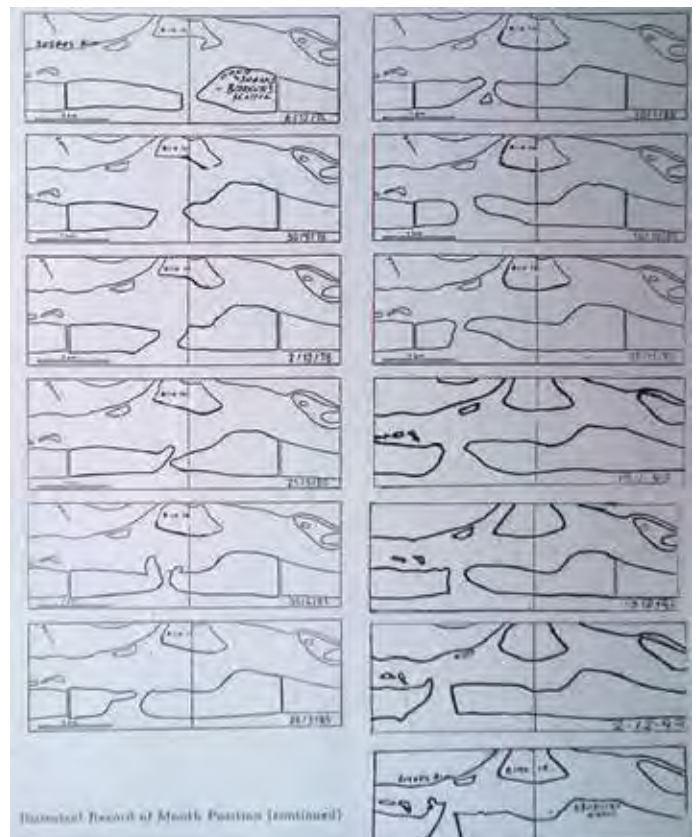
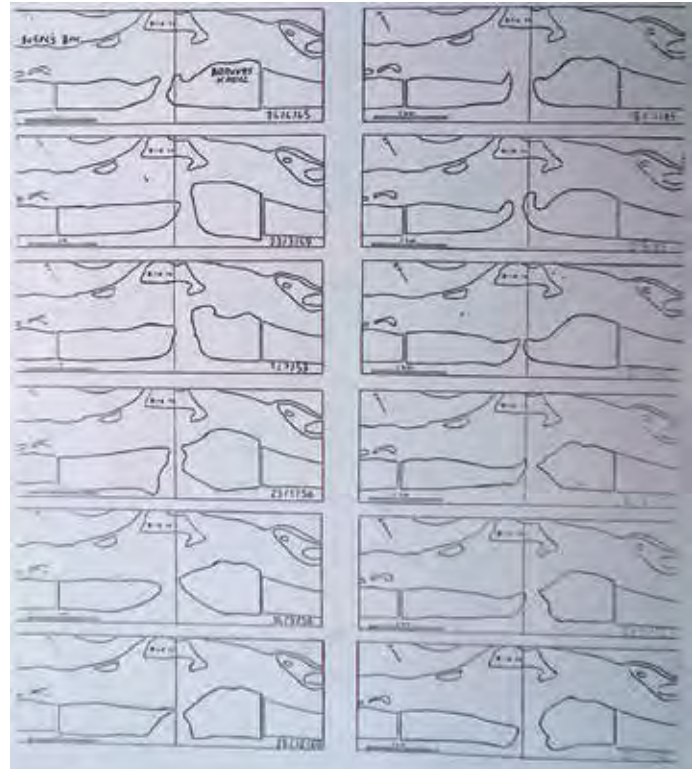
## A Historical Record 1945 - 1995

### Hand-drawn images of the movement of the Murray Mouth.

About 15 years ago I was shown an old local Goolwa community newsletter by a very old neighbour - and I took a photo on my then Nokia phone. Thankfully! The family later disposed of her old stuff when she went into the old folks home.

Over the years I have sent the pics to a few important people - but I bet they are lost in time or govt files. It is important to keep these images alive.

**Mike O'Reilly**  
GRYC Member



## Tuesday Working Group

The TWG continues to be effected by a hiatus due to the COVID-19 virus situation.

When we are able to recommence, maintenance issues accumulated will no doubt keep the group busy. Our obliging Club Manager will, as usual, ensure there is no downtime to be enjoyed by the group.

Prior to our forced redundancy we were able to install kick plates on the entrance doors, and kitchen/ Kinnear Room. This does make our entrance with new colour scheme and decals a more welcoming feature.

The men's shower cubicles have had aluminium channelling placed on the bottom of the doors, as doors were starting to swell from water moisture. These jobs may seem small, but it is maintenance such as this, that saves the Club considerable expense at a later time.



There are always marina items needing attention, whether they be, mooring lines, maintaining the rubber strakes on marina fingers, together with the rendering on top of marina posts. Hedges and weed spraying always need our attention.

The lower than normal water level allowed us to add another plinth to the jetty/docking area used by Sailability, to prevent dinghies becoming lodged under existing structure, and being damaged.

The beach area was removed of the spikey reed like "plants", to make this area more accessible and welcoming.

Both of these jobs were done in anticipation of the Club holding the Sailability State Championships and the Secondary Schools Teams Racing event- neither of which took place.

We need to get back as a group as soon as allowable, as some of our group are acting uncharacteristically - that is, Brian Southcott riding a bike, AND with his wife, Janet. Robby Parker is calling in sociably and responsibly enquiring on group members' welfare. Who he calls in on, is dependent on the charge available on his gopher.

So if you would like to join the TWG (Tuesdays 9.00 to 12.00), any skills or expertise is accepted, and you will be rewarded by a lunch provided by David Smallacombe and his assistants Mal Hancock, Brian Tapping and Leigh Phillips for a bargain value meal of \$5.00.

## TWG and the Melbourne Cup

Cup Day 2019 celebrated at the GRYC proved to be a colourful affair with a bevy of ladies sporting head wear fascinators adding a welcome touch of glamour to the Tuesday Boys lunch!



The Kinnear room became 'THE BIRD CAGE 'and provided the ideal open venue for a finger food lunch.

Chicken salad prepared by Dave Smallacombe and Brian Tapping with Jenny Smallacombe and Lyn Hancock organising a wonderful array of fresh sandwiches.

A great selection of other delights added to the food selection.

Thanks also to Brian Southcott for the audio electronics.

A 'calling of the card' by Mal Hancock was followed by the entry 'prize draw'. Then the running of THE RACE following the usual sweep selections.

Many thanks to all who assisted and attended to make the afternoon a really enjoyable day to remember. Well done to all!



For anyone who would like to be a part TWG or COBWEB groups or would just like to come along for a good laugh and some company. Please contact David Smallacombe for more information on 0408 816 232



## SAILABILITY

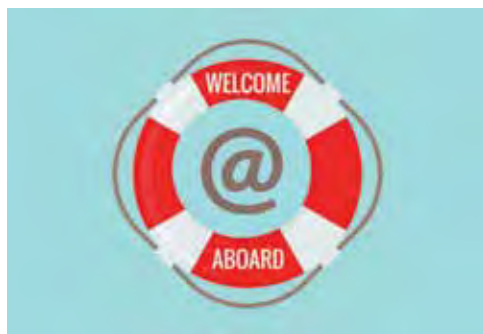
Since returning from our recess month of July, our sailing days have been woeful. Wind has been at or just above our safety level. Sailing sessions have had to have been shortened. When you only get one opportunity a month to put on a sailing day it is disappointing that the weather can play an important role, particularly when the weekend on either side of your scheduled day would have provided ideal conditions.

The Burnside Symphony Orchestra annual fundraising performance benefitting GRYC Sailability on the 20th November was a big success.



It was gratifying to see a good representation of Goolwa people in attendance. Thanks must go, in particular, to Lyn Roberts and Ali Bell and the other volunteers who jumped in by manning the bar, and providing supper for the orchestra.

Sailability's Christmas Luncheon on the 30th November was again under the leadership of Lyn Roberts, and together with her band of volunteer ladies... a meal of such proportions for \$10 you would struggle to obtain at any other eating premises. It is no wonder that at this event numbers fill the Kinnear Room to capacity; 80 plus people enjoyed 2 courses, and were entertained by Father Christmas who distributed a gift of a lolly bag to everyone present.



We welcome new sailors to join our group:-

Catherine Gilbert-Brook	Bryan Gollan
Bradley Pearce	Amanda Raven
Tony Scott	Harrison Umehara

We also welcome new volunteers:-

Ian Cooper	Helen Bowlden
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Looking forward to many happy sailing days with you in the future when all this 'virus' stuff is over.

**Ian Barker**

## Haida Gwaii (and the Old Salts)

Calling on the 'Old Salts' to help with our maiden voyage to Kangaroo Island



*Haida Gwaii at Wirrina Cove Marina*

In case you missed the big news, Kate Andre and Joe Laforgia are working on the premise that you can't have too many boats and have purchased a Catalina 36 called Haida Gwaii. Note our sailing experience is limited to a few years of crewing in Western Australia and five years with Kungari (Duncanson 26) on the Lower Lakes. So yes, it is fair to say we are feeling very brave and even more nervous at what we have embarked upon. The following is the tale of our maiden voyage to Kangaroo Island and how the voices of wise 'Old Salts' both accompanied and assisted us.

Before starting this tale, I would like to thank all the Old Salts who have, possibly unwittingly, passed on scattered fragments of their wisdom. I hope this tale reminds you that we listen and appreciate your input. As part of this, I would especially like to thank Murray and Denise Symonds for your assistance in some of our early sailing adventures. Someone had to push us out of our comfort zone or we might still be sitting in the marina drinking champagne.

So the adventure begins. After numerous trips from North Haven in Haida Gwaii, practicing our reefing and manoeuvring, plus a single trip to Port Vincent, Joe and I felt we were ready to join a group heading for Kangaroo Island between Christmas and New Year. None of the Old Salts I would normally coerce to come with us were available, so this was going to be our first big independent adventure. I did however channel these heroes from time to time with thoughts such as 'what would XX do here'. I used the idea we were travelling in a group to beat off the monster in my head telling me to stay home where it is safe.

Sadly the concept of a flotilla accompanying us did not eventuate as each member changed and swapped plans until we were the last boat setting out on December 27th.

Our highly enthusiastic crew, consisting of Janis Haynes and Fran Wanders, certainly were an important addition. I came to realise the benefits of speaking allowed the various options and basis of our decisions. They also make a very fine cuppa, cook a great meal and are good company.

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## Haida Gwaii (and the Old Salts) cont...

The first day was an uneventful motor to Worrina Cove (no wind). My nerves a-baited as I channelled one of my Old Salts with thoughts of 'every long voyage is merely as series of short ones'. We tied-up for the night in the shelter of Worrina Cove Marina with an Old Salt telling us to 'tie up for the night as if it is going to be the worst weather ever', and 'you can never have too many tie points, as long as each is done properly so you can release them if you have to'. Hence we had two springer lines, three stern lines (one of the dock cleats looked dodgy), two bow lines and every loose item was brought down below. I also tried to warn our neighbours that the wind was forecast to pick up, but hey what would some silly old woman know! That night we sat snug while many others were running around having to secure their sun shades, table cloths and boats generally. The boat next door was scratched up against the marina berth, but then he didn't have a series of Old Salts living in his head poor fella and hence no springer line on his starboard side.



*Fran and Joe*

Day two: As so often happens, the next morning was tranquil with light winds predicted, so it was off to Kangaroo Island via the Backstairs Passage. We had planned the timing of the passage to avoid the worst of the tide and headed out with sails up but no wind, the thought was this was a sailing holiday after all. The moment we stuck our nose past Cape Jervis, in came the wind, 25-30 knts. Completely un-forecasted but not unusual. We popped in a reef and scooted along at 7knts. We were comfortable, in part due to the knowledge we had bought this boat because she can handle a solid sea and quite frankly, though on a different scale, this was not too different from taking Kungari across Lake Alexandrina. As a sign of my commitment to journalistic honesty, I must also admit that the right sea sickness tablet formula can induce a happy trippy feeling. All went well and after a few hours we were skipping along in flat seas in the lee of the island.

That afternoon Joe gave a master class in anchor setting as we secured our spot in Eastern Cove with approximately six other boats. Old Salts who had generously allowed us to accompany them in the WhitSundays were conjured up and hence we went with a 5:1 ratio for our chain set. We had checked and rechecked every weather report, had two anchor alarms set and one of us was on deck every two hours overnight. We had a wonderfully calm and tranquil experience for our first ever night at anchor in Haida Gwaii. Bliss!

Day three: we woke to a beautiful morning that reinforced why we had decided to take on such an adventure. A wind shift (Northerly) was expected in the early hours of what was to be day four of our adventure, so the plan was to head into American River for the night. This was based on earlier advice from Sea Rescue Adelaide and some of the cruising notes we had read.

We had thought we would have a leisurely start as the journey should take no more than an hour. We watched two neighbouring boats up anchor and head in the direction of our planned route, with one other having left unnoticed at dawn. There is something very unnerving about your comrades disappearing. So quickly, so Joe called up Coast Guard America River who advised us to reconsider our plans. American River was not going to be a good anchorage, too many boats and because of the old disused moorings, there was a high likelihood of snagging our anchor. We scurried around, upped anchor and started to head to Bay of Shoals as per their recommendation. The monster started to get into my head with thoughts of 'idiot you have put everyone in danger'. I beat it off with my own thoughts of - 'it's early and so we have options, including going back to Worrina'. On the way to Bay of Shoals we rang a mate of Janis and Fran who had a mooring there. Unfortunately he did not pick up, so we held a boat meeting and set out the two options, Bay of Shoals or Worrina. Janis and Fran were confident they could find the mooring, plus were severely impacted upon by the awful state of the shower cubicle at Worrina Cove Marina, so Bay of Shoals it was.

We pulled out every cruising guide we had and did a quick read of how to get into this tricky entrance. Our very smart electronic navigation system, plus two others (iPad and another) were all set as we crawled through the shallow entrance. It was low tide (starting to rise) and we could have waited, but I wanted to nab the mooring and shut that monster in my head down. This would have been the slowest crawl into an anchorage ever, while we were confident that we had just under a meter between the keel and the muddy bottom, we had yet to fully check where the depth sounder was measuring from.

Anyway all went well and once secured there were hugs and high-fives all round. We called the moorings owner and got a low down on when it was last serviced etc. After a celebratory cuppa, several dedicated crew went for a swim to check out the mooring and depth, plus other frivolity. Please note at this time there were no storm warnings, just an anticipated shift in wind direction that could have pushed us to the shore if we had stayed where we were. Later we came to realise our entry into Bay of Shoals had been closely monitored, with one clever fella apparently recording our track on his AIS and then replicating it. The marvels of modern navigation systems are astounding, and while if misused could make us complacent, it has certainly given us the confidence to extend our range.

We spent the day on the boat as we knew we would have to pack the inflatable dinghy away for the night (several Old Salts would have insisted on this). As we settle for the night we noted the boat next to us was anchored (as opposed to moored), and while we were not concerned at this, in hindsight I suspect that the Old Salts would have said 'check out the moorings buddy, some have phone numbers on them and give them a call'. The night was quiet, though an electrical storm warning was issued at midnight and upgraded to a wind warning at 0400. As predicted at dawn the wind direction changed and a small rain storm hit. All very reasonable. At 0630 the winds picked up and the boat next to us started to drag. We called, radioed and sent our thoughts and prayers, but nobody came on deck until they were well aground. Clearly they didn't have their two anchor alarms set! There was nothing we could do other than watch these experienced sailors try every trick in the book to get their boat free. They retrieved their anchor and with motor full bore, set their headsail to pull the boat over as far as possible. This worked, but they got caught again, but finally they were off like a startled rabbit. Cleverly they had figured the tide and shot off over the sand bar into deeper water where they motored up and down for the next 90 minutes.



It just goes to show that even the Old Salts can make mistakes, but in doing so they had a few tricks in their arsenal.

By this stage we were all in our wet weather gear, life jackets on and our motor running as the winds were now 30 knts. The wind showed it wasn't finished with the previously grounded boat as it partially ripped off the bimini (sun shade), such that it was flogging around the helmsman's ears. This sent us scurrying about retrieving ropes to secure ours. Thank you to the Old Salt that had said 'you can never have too many bits of good rope'.



*"squall coming"*

Just as we were thinking nothing else could possibly go wrong, a strange fog appeared in the distance. This was no ordinary fog so to prepare the crew I made the heroic call "squall coming, grab the camera". This certainly had an impact with the crew assembling in the cockpit with confused looks and my iPad at hand. Within seconds we had three big hits, one gust of 60 knts and two others at 58 knts with 35 knts between. Yes, this fog had been sea spray as a consequence of the squall. No Old Salt had prepared us for that! Fortunately, the worst of this front only lasted 15 minutes and the wind dropped to a mere 30 knts. I clearly hadn't been listening when the Old Salt had said 'if hit by gusts of 58-60 knts while on a mooring, have your boat in gear to help take the strain', but fortunately our failure to do so didn't have a consequence, and the mooring held fast.

What we didn't appreciate for a day or so was that this electrical storm and associated wind, contributed what turned out to be the horrendous fire event that engulfed large sections of Kangaroo Island. Fortunately, the squalls we had were very localised and those sailing from North Haven overnight were oblivious to our experience.

The worst of the storm passed after an hour, though the wind was largely a constant all day. We didn't trust our skills with the tender and outboard sufficiently, and hence stayed on the boat for the day. One neighbour however nipped about, keeping us informed of various events and retrieving his boat hook that had been blown off his deck, narrowly missing his eye. As the tide came and went, we were joined by two additional boats that had transited from North Haven overnight. The race boat sadly ran aground and gave us a master class on the various techniques that can be deployed to extricate oneself from such misadventure. The techniques included, motor full throttle in reverse, motor full throttle forward accompanied with various attempts to turn and lean the boat, raising the sail to heel the boat, anchor kedging, using the dinghy to assist, plus various combinations of each. Finally, the age-old method of sitting out the tide was implemented with success and the boat limped to

a mooring after what must have been a long and arduous 24 hours.

Day four: After an uneventful night we dropped our mooring before dawn and made for our home port of North Haven. Given the sloppy seas, tail wind, and absence of a jibe preventer, we sailed with headsail alone. The pleasant breeze and big bugger jenoa made for a quick trip. The dolphins accompanied us on and off all day. For me at least it was an opportunity to catchup on sleep as Janis and Fran were our helms-women. Just in case we were ever to become complacent, the wind picked up just as we arrived into harbour. It was our roughest entrance into North Haven yet, and the boat had no intention of behaving as we reversed into our berth. Why reverse I hear you ask! I don't know, it just seemed like a good idea at the time to use the approach we had practiced in the past. Perhaps it is time to practice various berthing approaches. Sorry being an ex-midwife I just can't say that and not smile.



*"take us home"*

Thank-you again to all Old (and not so old) Salts. We learn from each other, and I love that you have given us the chance to experience this. However please, can our learning be a little more paced. Another few days like this and I'll be back making scones and painting my nails.



*"skipper needs a sleep"*

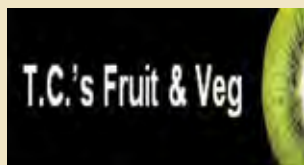
**Kate Andre**



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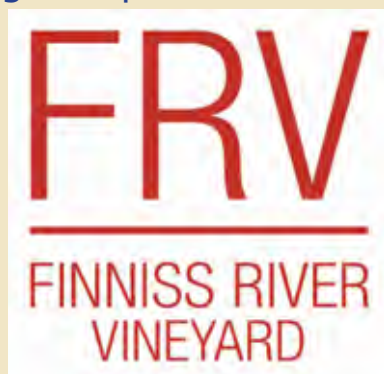


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