

DECEMBER 2009

REGATTA

THE OFFICIAL JOURNAL OF THE GOOWLA REGATTA YACHT CLUB

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COMMODORE'S REPORT

Well the water is back and it looks great, also the marina continues to fill with boats as more and more realise we have the water back to stay.

The season ahead is packed with sailing, cruising and social activities. The air is full of enthusiasm. The confident and positive attitude of local people as well as our members is evident.

The solution to our water woes long term can only be fixed by freshwater flows down the river to restore the system to a healthy state. I urge you to continue with your efforts to get our politicians to take urgent and positive action for the sake of this mighty river system, the Lower Lakes and Coorong.



GRYC Radio Broadcast Australia All Over

Access through the Goolwa lock is now back to normal, but the lock operation is a little slow. The Murray mouth requires care when navigating and it is advisable to check tide heights and conditions prior to departure.

CONTINUE WITH YOUR EFFORTS TO SAVE THE MIGHTY MURRAY THE LOWER LAKES AND THE COORONG

The club continues to thrive and the support of our members is most encouraging. We are seeing 25 plus boats out for our Friday twilight races and the Saturday Summer Series appears to be well accepted. We appreciate your comments on whether we should continue this series on Saturdays or revert to Sundays.

Those of you who have visited the club in recent times will have met our new manager JP Bloemendal. JP has settled in very well and is doing a great job.



Open Day sail past



His friendly helpful manner will, I am sure, make you all feel very welcome and confident that the club and marina are being very well cared for.

Let us all make the most of the season ahead and enjoy the magnificent surroundings we are so fortunate to be able to use.

A very merry Christmas to all and a prosperous and happy new year.

Keith Parkes
Commodore

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VICE COMMODORE'S REPORT

As the weather 'hots up' so too does our Club Programme, so here are a few 'musts' for your diary:

The Christmas Twilight Series (Sunday 27th to Wednesday 30th) is always a special time. Following the penultimate race on Tuesday 29th we will be holding a film night in the Kinnear Room. For a cover charge of \$10 you will be excited with dramatic footage of wild and wet ocean racing and receive a curry or chili supper. Proceeds to Sailability. Prior booking is essential. Then on Saturday 9th January we have our first 'Sailability' day of the New Year. 2009 was fraught with cancellations due to the lack of water and foul weather so we look forward to making this event something special.

On the following Saturday, 16th January, the club will be inviting the public to a 'Come and Try' Day. With your participation we plan to showcase the club and share our joy of sailing with lots of potential members. This event will be followed up on 30th January with the start of our 6wk course of 'Sail Coaching' (*Saturday mornings 9.30am to noon*). The aim of this initiative is to get people sufficiently competent and confident to sail a dinghy around a triangular course. At just \$130 for an adult non-member and \$65 for a non-member youth (*both include a half year membership*), and \$75 and \$40 respectively for GRYC members, this offer makes an ideal Christmas present and an excellent incentive to those people who have never quite had the confidence to give it a go. Registrations will be limited so please book early through JP.

Participants in our 'Sail Coaching' will be the first to use the Club's new Pacer dinghies. The Club has invested in two of these superbly safe yet exciting new boats (*currently in shipment from Singapore*) which will be on display at our Open Day.

Another event for your diary is our 'Australia Day' Regatta. This weekend is not only our premium racing event but a fantastic social occasion. Our catering volunteers will have hot and cold food available throughout both days and there will be live music from late afternoon onwards. If all that's a little too hectic, how about an evening cruise to Clayton on Monday 25th and a great Australia Day breakfast care of CBBC on the 26th? Again, register your interest with JP or contact Simon Barrow direct.

And finally, for those romantically inclined, our February BBQ will be a Valentine's Eve cruise aboard the Oscar 'W'. The grand old lady of Goolwa will pick up members at the Club jetty at 6pm and return there three hours later. The \$30/head charge will include the cruise and a BBQ supper (sausage & minute steak). An early payment will secure your berth.

As you can see we have a varied and exciting start planned for 2010 so why not mark your diary now to make sure you are going to share in it? Have a safe and happy Christmas, then let's have a ball in 2010.

Don Richardson, Vice Commodore

REAR COMMODORE'S REPORT

A warm welcome to all the new members, I hope you get as much satisfaction and enjoyment from our club as I have over the years.

Those people who are sailing and have not paid their membership please do so as the club needs the funds. Nobody is that special that they don't need to pay.

For those of you who have not put your boats back in the water as yet, we have the highest pool level that we have had in years. So ... get that yacht back into the water and join in. Racing, cruising or just mucking around on boats is a great way of life. Come down to the club and join. You'll receive a warm welcome.

For those of you who cannot get away to sail on Friday afternoons try the Saturday afternoon summer series. It is very relaxed and an easy way to get back involved with the club and there is always the club BBQ afterwards.

Racing

Michael Veenstra has been showing us all how to sail From his first four starts four wins, and what a lovely site seeing the 21's out there and really racing hard with crews ranging from Michael's daughter Isabella to those who are well into retirement .

The Bannister family (Johnno & Kym) took out the trailable division with similar results. Congratulations to both families .

It's a great sport when you can have three generations all happily competing against each other.

Trouble in the marina; we have a few incidents of boats being tampered with at the marina. Rob Carless has written a short note on how to leave your boat, please read it and take the appropriate action.

If you are walking around the marina and you see something loose let the owner know either directly or through JP. If no one is available try tightening that floppy halyard up! It's a lot better for the owner than having a Jib halyard pulled out of the mast or gladwrap wrapped around your mast !!!

On a more pleasant note let me take this opportunity to wish everybody a happy and safe Christmas and I look forward to seeing the marina full and competing against you over the Christmas twilight series and the GO for Gold and the Australia Day Regatta.

Have fun and look after yourselves.
Brendan Murray, Rear Commodore

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DAUNTLESS CUP RACE

Dauntless cup morning was something. Blue sky with high cloud and a good wind; 10-15 knots and gusting to 20 knots. The river was full and green-blue/grey with some whitecaps all the way to Clayton. Plenty of activity at GRYC mid morning, with *Nerana* and *Boatspeed* favourites to win the much prized cup. At least that was the early morning talk, unless the wind died and *Maid Marian* as ever slipped through, keel up and sails full. A parallel start saw *Maid Marian*, *Blind as a Bat*, *Baku*, *Vintage Red*, *Wobbly Bits* and *Steeplejack* calling "water" and trying to be upwind. Soon the fleet spread out passing Laffins Point, Currency Creek entrance and into and across Narnu Bay. We stared at the boats ahead and alongside, as well as the choppy river, the diverse houses on Narnu Bay, the clouds (which I'm told I shouldn't look at when racing), and the odd pelican wheeling over the river far below. Fine vista and all bathed in a clear, cold light. And from time to time during the race we had to pinch and tell ourselves that we were sailing to Clayton in deep water and that our usual musings these past few years about narrow channels, shallows, mud flats and imminent beaches is history.

WE HAD TO PINCH AND TELL OURSELVES THAT WE WERE SAILING TO CLAYTON IN DEEP WATER

On to Clayton past the Finnis and then diagonally across the river following the markers, but all the time betting and knowing that *Maid Marian* would sail a straight course not minding the shallows ... does Peter Shipside in fact have a keel? Rounding the Clayton marker *Nerana* was leading the fleet *Boatspeed* having capsized (something of a habit?) though as ever it righted itself with no harm done. The down river homeward leg on a

port reach with winds gusting 15 knots and above was "Good Noalex weather!" *Wind in the Willows* closed on *Vintage Red* with *Margarite* a couple of boat lengths further back. Not needing to tack, *Maid Marian* made ground. Tacking above the bridge *Vintage Red*, though, pulled away to win the spinnaker class with *Margarite*, very well sailed by Bram and Kathy, taking non spinnaker handicap honours. Bram Portas and David Howard will share the Dauntless Cup for the next twelve months, though honours should also go to the race master Rick Eylward, the weather and all those who lobbied for the return of the water.

RJR



Margarite, Wind in the Willows and Maid Marian in The Dauntless Cup

EDITORIAL

Throughout the autumn and winter of 2009 GRYC sailors made the most of limited waters as they looked forward to "further inflows". Significant among GRYC yachtsmen sailing at times in "bathtub level" waters were: Peter (*any light winds will do*) Shipside with crew Ian in *Maid Marian* ("Peter could sail that beautiful boat in a bath tub with less than a one knot wind!"), "Nifty" Neville (*I don't always do what Randal Cooper tells me*) Woodcock in his Farr 6 *Saffari* and with Mike Edgar as crew. Neville must be one to watch in the summer series though Brendan ("What else could you call my yacht but *Wobbly Bits*?") Murray also expects to be competitive. Bruce (*they've raised my handicap*) Pattullo is always difficult to beat, in particular because Bruce sure knows how to get the best out his Sonata 6, aptly named *Music*. Then of course there's Murray (*I'll fly the spinnaker any time*) Symonds in his Ross 780 *Baku*, and Randal (*I'm still learning to sail Nerana*) Cooper. All of these veterans of shallow waters will be competitive in the Twilight and 09-10 Summer race series though for all of us John Blunden in "the Blue Boat" will likely be setting the pace ... just watch him!

Sailability continued to survive in shallow waters, if not flourish, due largely to the commitment of Brian Southcott, Trevor Kennewell and Lyn Roberts. Sailability on Saturday December 12 (the Christmas lunch day) saw all four 3.03s out, though Trevor was absent due to his back injury. "We sure missed you Trevor because it took us much, much longer to rig the dinghies."

Now that the water is back to pool level (at least as far as Clayton) there are many more boats on the water. Twenty four boats raced on Friday 4th December and a similar number on Friday 11th. Having survived low water we're all ready to renew our commitment to camaraderie and sailing at Goolwa. Let's encourage as many as possible to join or rejoin GRYC and to sail, race, and enjoy the excellent facilities that the club provides. Our adage is that all undertakings, by those who lobbied for the return of the water (Randal, Keith, Jock etc) are now made good, with the proviso that in the time ahead we maintain the fight to sustain and improve the health of the Murray.

Club Profile, GRYC Manager - Jean-Pierre(JP) Bloemendal



JP Bloemendal,
Club Manager

It takes timely courage and skill to; sail the oceans, successfully complete a Sydney Hobart race in 1995 in *Archina* a 54ft yacht, manage a large yachting marina, successfully race and win a 6 metre Olympic class yacht (see photo) winter series at the CYC Sydney and RANSA (Royal Australian Navy Sailing Association) Sydney and the Sydney Amateur Sailing Club (albeit with wife Jenny as skipper), and also manage and then sail out of Sydney Harbour for sea trials a 72ft sloop sail training vessel.

JP is a fluent French, German, Dutch "some Italian", and of course English speaker. He's used these linguistic skills, along with his warm interpersonal commitment, to be a successful

tour operator, sail trainer and marina manager. These represent just a few of the sailing and vocational achievements that one gleans from JP, the new GRYC club manager.

JP arrived in Australia in 1986 from Gelderland in eastern Holland. Prior to his arrival he served in the Royal Dutch Navy (RDN), being trained then as a Radio Operator. During time in the RDN, JP sailed with NATO flotilla minesweepers to Bergen, Stavanger and Hakonsven in Norway, and then on to the British Naval base at Rosyth in Scotland. He describes "rolling around in a force 10 gale crossing the North Sea with the minesweeper motor cutting out," as one of his more hair raising sailing experiences. Departing from the RDN at the end of his service, the adventurous young JP backpacked around Mexico for three months before obtaining his working holiday visa to come to Australia and Sydney in 1986. His first long term Sydney job included managing the Elizabeth Bay marina with swing moorings for some 50 yachts.

"BEING AT THE END OF THE BOWSPRIT TO PUT HANKS ON THE FORESTAY IN A 5 METRE PITCHING SEA IN A SYDNEY HOBART WAS, I SUPPOSE, CRAZY..."

There is always a roll of laughter not far away when you talk to JP. "I like different experiences and I suppose some adventure ..." says JP grinning. Give me an example, I asked.

"Being at the end of the bowsprit to put hanks on the forestay of

Archina in a five metre pitching sea in the 95 Sydney Hobart was crazy, but I survived," he replies.

He's lived and sailed at Airlie Beach and Hamilton Island as well as Port Adelaide and ... Alice Springs! But, ever seeking for and finding gold, JP is married to Jenny, daughter of the late and distinguished South Australian

yachtsman Colin Haselgrove, 1950 winner of the Sydney Hobart in *Nerida*. Jenny has also crewed in a Sydney Hobart and spent much of her life involved with sailing. Just watch Jenny Bloemendal on a yacht and you'll recognize sailing pedigree.

For nine years prior to, "again reaching the Australian mainland," JP and Jenny ran a 5 star tourist lodge called *Seascope* overlooking Emu Bay on Kangaroo Island. "This is a view from heaven," they say. Having first encountered the scene across Emu Bay they "fell in love with the site" and, were "hooked!" They could not leave until they had built and lived there. They lived for 18 months in a shed on their five acre block as they subcontracted and built *Seascope*. At the end of nine years, working seven days a week running their tourist lodge, and being perpetually on call, they were ready for their next adventure.

GRYC welcomes JP and his wife Jenny. We are most fortunate, especially now that the water is back, to have JP as Manager. GRYC hopes very much that he will enjoy a lengthy time with us. We also hope that it will be "an adventure" at least of sorts.

Editor

JP & Jenny sailing on Sydney Harbour



The "6" metre yacht raced by Jenny & JP in Sydney regattas

Understatement

To the Keeling Cocos Islands was now only five hundred and fifty miles; but even in this short run it was necessary to be extremely careful in keeping a true course else I would miss the atoll.

Joshua Slocum (1900). *Sailing Alone Around the World*. London: The Reprint Society. p 196

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Club Profile, Rick Eylward

The eldest of 11 children (three girls and eight boys) Rick was born in 1931 in Tumby Bay and brought up in the nearby 'village' of Lipson. Originally the family name was Aylward "but my Great Grand father, who came to Australia from Ireland in 1858 was illiterate so the name was spelt as he sounded it so we changed to Eylward". Rick chuckles and smiles that warm and cheeky smile that we have all come to know and enjoy. But I learn that the origins of Rick's family go back to 1186 when *Aylward's from Bristol* were granted land in Ireland for services to the King for "procuring cheese and fine wine". So that is an Eylward!!

Rick spent his early childhood on a sheep and wheat farm, "where we had a lot of freedom to explore, make and experiment." He attended Lipson's one teacher Primary School from 1936 and went to Tumby Bay Higher Primary School which had 20 students in one room; years 8, 9 & 10 all together, and spent year 11 at Port Lincoln High School. Precociously bright (though he would never admit it) he left school in 1948 to complete a Mathematics and Physics degree at Adelaide University and ... "had the experience in Geology I of being taught by Douglas Mawson."

After completing his Mathematics and Physics degree Rick qualified as a secondary teacher and began his teaching career at Kapunda High School. Three years later he joined the RAAF as

a Flight Lieutenant teaching radio and radar procedures at the Air Force School of Radio at Ballarat, before reaching the rank of *Air Vice Marshall* (see inset Photo). Rick returned to secondary teaching at Adelaide Technical High School but maintained his RAAF contact by being a member of the Citizen Air Force in the Adelaide University Squadron until 1972, this being the time of Meteor and modified Sabre jet fighters. Rick spent time in Educational Administration



Air Vice Marshall Rick Eylward, 1959

in Flinders Street and later became Deputy Principal at Northfield High School before taking early retirement

in 1985. Ever inventive and, of course active, Rick wouldn't know about retirement. After leaving teaching he spent the next 13 years growing cherries, apples and flowers on a five acre block at Norton Summit and sold the produce from his house. At the same time Rick spent 18 years' service as a Firefighter and Administrator with the Norton Summit CFS, being awarded a National Medal for Services to Firefighting.

"FISHING BOATS IN THOSE DAYS HAD SAILS SO THE WIND BLEW US HOME"

What has this educational, RAAF, and orchard growing career to do with sailing, Armfield Slipway and GRYC, and why and how is sailing and boats in Rick's blood? Rick's advice is that if you're brought up on Lipson Cove in the 1930s and living close to fishermen you help the fisherman next door neighbour (even if

you're only 10 at the time) build a 25ft Jarrah fishing boat.

"I learnt quite a bit helping to build that boat! The boat was powered by an Amilcar petrol engine."

I asked Rick about his experience of sailing on fishing boats as a young lad, aged from 9-16. "The fishermen would take us out to fish for Whiting, Tommies, Garfish and Snook and if the boat ran out of fuel, as it often did, then because fishing boats in those days had sails; the wind blew us home. There was no Bosun's chair on the boat so as a teenager I learned how to shimmy up the mast to repair broken halyards!"

I then asked Rick if he learnt about engines and engine maintenance from the fisherman. "I suppose I did..." he replied.

"And can you repair engines?" I asked.

"I can get an engine to make a noise if that's what you mean." As ever a humorous Rick reply, and everything underplayed!

"I CAN GET AN ENGINE TO MAKE A NOISE IF THAT'S WHAT YOU MEAN"

Rick's sailing "began in earnest" when as a teenager he built models of fishing boats and "learned how to set their sails." He had a shack at Moonta and with his family sailed 16ft *Quickcats* there as well as at Holdfast Bay Yacht Club. By 1995 Rick had joined GRYC and sailed a Duncanson 23 (owned by his son) and "raced in two Milang Goolwas". But helping with *Regatta* attracted Rick ("I had my arm twisted by Simon Thiele") he set race courses and became the club's race officer. "I sort of slipped into the job, with no job specification. In those days 1995 - 2004 the Race Officer set the course and started the race and then pulled into the jetty and went to the bridge to monitor the finish."

Rick Eylward has been GRYC Race Officer for the last 15 years, he's been Club Secretary 2004-2009 and now is club Treasurer. All this is undertaken with lightness of touch, generosity of spirit, straight talking and a love of GRYC. Energetic, (in fact almost unbelievable energy) knowledgeable and committed, Rick's presence brings club racing and management into focus and always with humour. "I don't get too serious," he says. "It's so important to laugh."

One is in awe of his many achievements and the modesty with which he tells his story. Rick Eylward has been a vital cog for GRYC since he first joined. The club owes him many thanks for his service, though for Rick his endless giving is, "what you do anyway!"

Editor



Race Officer Rick Eylward, 2009

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Cruising News

Welcome to the summer 2009 edition of 'Cruising News'. My name is Simon Barrow and I am responsible for looking after the cruising aspect of the club for this season. Firstly, hooray, we have water back, and are able to cruise again! I don't know about you, but my boat was on the bottom earlier this year, but I have now had more sailing in the last few weeks than in the last 18 months. And the lock is open, so cruising down into the Coorong will be available all summer, but be careful navigating past the Mouth as we are not sure of the depth of the channel.

It has been a slow start to the cruising season, possibly because the weather has been a bit erratic, you know, too cold, too hot or just too windy! But there is no excuse now; Christmas is coming and a summer full of beautiful cruising days.



I cruised up into the Finnis River a few weeks ago as part of the Finnis race, a place I hadn't been before, and do you know that sailing up the Finnis is almost as long again as the sail from Goolwa to Clayton. So, even with the regulator in place, there are more destinations than just Clayton. My boat draws three feet and I was able to get all the way to the jetties and the overnight camping spot far up the Finnis. That being after about a twenty minute motor through the reed beds up the channel.

Our next cruise is a NIGHT cruise to Clayton. All the channel markers are lit, and also flash in sequence to indicate the channel ahead. I have already done this trip late at night after a Friday dinner at the club with my daughters, and have to say it was a wonderful experience, especially crossing a glassy, black Clayton Bay towards the well lit CBBC clubrooms (Hi to the late night revellers who kept the bar open for us).

*Night Cruise
to
Clayton*



MEET AT THE CLUB 8:30 PM
MONDAY 25TH JANUARY

We will then motor up river in convoy and spend the night at Clayton
Bring everything for a BBQ supper at the free Clayton BBQ
Then attend Breakfast at the Clayton Bay Boat Club on Tuesday morning
(approx \$10 a head)

Important:
Your boat must have working navigation lights

Please let Simon Barrow know if you plan to attend so he can let the Clayton club know expected numbers for catering
Mobile 0438 319 908 Email simon.barrow@dfc.sa.gov.au

Brian Southcott: Sailability Award

On Saturday October 31st Brian Southcott was presented with the *Jude Harris Sailability Encouragement Award* (see inset Photo) for his services to *Sailability SA* and *Sailability GRYC*. Brian is the principal organiser, administrator, advocate and grants applicant for *GRYC Sailability*. As well as being Chairman of *GRYC Sailability* he is also the Vice President of *Sailability SA*. Ever restrained, and finding any recognition of his services embarrassing, (viz "I think Trevor Kennewell should have received this award!") Brian's contribution to *Sailability* is prodigious. People with disability find Brian's gentle humour and encouragement as motivating as they do sailing in the 3.03s. They seek his company.

Congratulations Brian.



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SAILABILITY

At our October meet we were blessed with fine weather and 15 sailors and their carers attended. We sailed from 9.30am until 3pm with everyone getting a sail in the 3.03s and the usual sausage and salad lunch was provided by our chefs. The weather stopped our November sailing with winds in excess of 30 knots, but with considerably reduced numbers we enjoyed good companionship and lunch.

GRYC Sailability can now sail from the original deck area or from the floating pontoon, giving us the option of a more stable platform for wheelchair sailors. We have 30 disabled sailors who come from time to time with 10 to 15 sailing on any day.

The volunteers to support these sailors number 30 also, but realistically only 10 to 12 turn up each time making the work load more than desirable so if you can spare one Saturday per month please contact me and register your interest. The Sailability program is reliant on volunteers to prepare food, rig boats, load and unload the boats and crew for the sailors in the 2 person 3.03 dinghies. Our rubber duck is always on hand to assist the crews, tow the dinghies out to the channel and for rescue if necessary. So the volunteers jobs vary from rescue to crewing or loading and unloading on the dock and preparing lunch.

Brian Southcott Chairman Sailability, Phone 8555 3233



Roger R and Ken Smith enjoying themselves

Brian and Trevor on the Sailability pontoon.



Return of the Water

Mudflats had produced depression, seagulls had a vacant look, all the yachties' hopes departed, tourists gone and shops were crook.

Paddle steamer lacking water had no other place to go, shallow channel insufficient and the real estate was low.

Then it rains more than imagined, locals rub their hands and pray if the sluice gates wide are opened nature crafts another day.

Elation then becomes the feeling as the mudflats disappear and the black dog is forgotten, rising water has no peer.

Stuart Rees

Goolwa, SA October 4th 2009

Flappy Halyards and Whistling Masts

There is nothing more annoying than a craft with flapping halyards or a whistling mast. This is especially evident in a marina but applies to any mooring situation.

It is so easy to maintain a "quiet" boat.

All halyards should be led away from the mast. Jib, spinnaker halyards and topping lift should be taken forward and clipped to the pulpit. If they are not long enough, make up a length of cord with an eye in each end as an extension. Alternatively, clip them to the lifelines. The main halyard should be taken back to the end of the boom; again, if it is not long enough, flick the halyard around the spreader then bring it down to the gooseneck. **Stretch cord straps to hold halyards to the inner or outer shrouds DO NOT WORK!!**

No matter how much you tension a halyard against the mast, it is still going to "flap" and annoy your neighbour. It is not just your neighbours in the marina, you have to consider the landlubbers across the street, and the noise carries a long way.

If your mast has an internal track, it should have an "anti-whistle" rope. The Club have ropes made up to fit all sizes. With the wind in the right direction, internal tracks will whistle like a wild banshee. External tracks, those that are riveted onto the mast are not prone to this accursed noise.

So, do the right thing, affix your halyards clear of the mast and banish the banshee from your craft.

Rob Carless, Past Commodore.

Sailors' Temperament.

Sailors are naturally a superstitious lot. When they head out upon the deep, the constructs of society soon drop astern and they are surrounded by shooting stars overhead, phosphorescence in their wakes, and heaving shapes all around them in the sea and sky. It is easy, then, sensible even, to become afraid.

Peter Nichols (2001) *A Voyage for Madmen* (Nine men set out to race each other around the world. Only one made it back.) New York: Harper Collins. P 67.

AUGUST 2009

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