

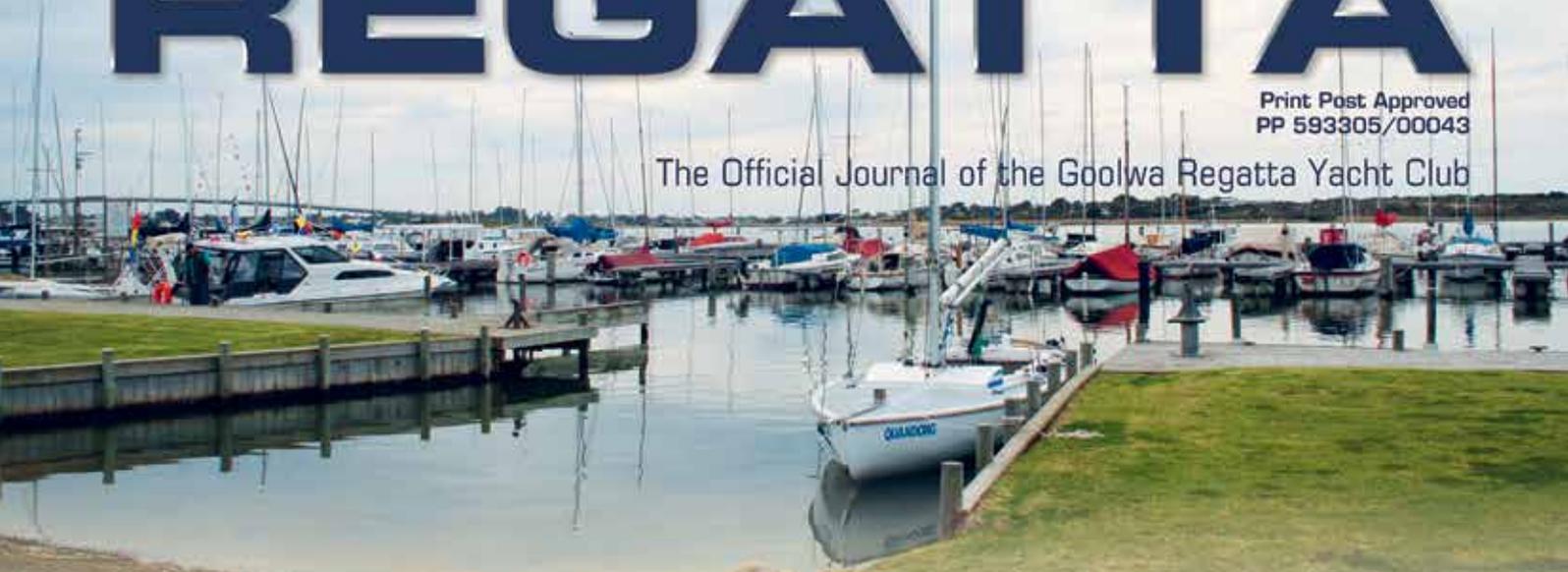


GOOLWA REGATTA YACHT CLUB
Established 1854

REGATTA

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The Official Journal of the Goolwa Regatta Yacht Club



Commodore's Comments ...

The committee of the Goolwa Regatta Yacht Club extends a warm welcome to all members together with their family and friends to join us and celebrate the Opening Day for this season.

It is in strange times we live and this will be a different style of event from those in the past. Social distancing is still a requirement as is and patrons must be seated to eat and drink. We have 6 members who have qualified as COVID Marshalls - please follow their instructions and directions if spoken to. This will be for your own well being and the club avoiding a fine for our gathering on the day.

continued over the page >



Conversion Therapy

Work has commenced but she is still un-named..

[see page 5](#)



What's new in Sportsboats???

How about a Phuket 8 Sportsboat...

[see page 4](#)

Goolwa Regatta
Yacht Club Inc.

**Commodore Randal Cooper,
Flag Officers Trevor Baldock and Michael Ludlow
with the General Committee of
GOOLWA REGATTA YACHT CLUB**

Cordially invite club members and friends to the
Opening of the 2020-2021 Sailing Season

With Special Guest
Christopher Newton

On Saturday 10th October 2020

Opening ceremony to begin at 2:30 on the lawn.
BYO Picnic lunch and book your table.
Bar open from midday until 6pm.

To comply with our COVID safe plan table
bookings are essential.

E: gryc@gryc.com.au or PH: 8555 2617

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**Thank You Helen Reiffel
from the Commodore**

I had the pleasure of working with Helen in my role as Vice Commodore for two years. In that time Helen tirelessly organised social functions along with various support events - from sailors breakfasts and Christmas functions, to our annual dinners. Helen has recently decided to step down from the General Committee.

Helen achieved the near impossible, as there was the need to deal with many different organisations and Government departments such as Liquor Licencing for liquor license extensions , budgets to fund events and importantly staffing for events, and at times in off-site locations.



Helen was always on point, on time and never faulted no matter what task she had volunteered for and there were many. Helen was, and still is, a pleasure to see at the club and I know I can speak for all of the GRYC members when I say a big Thank You Helen Reiffel. Your energy and enthusiasm along with your commitment to the club and the countless hours of behind the scenes work on its behalf makes the club a success for now and the future.

Randal Cooper



Commodore's Comments (cont) ...

We as a club will go on albeit with more distance between us which will be challenging to those of us who have some hearing loss and other members who like to touch, punch and grab you during a discussion or the telling of their best joke or story.

The Race Committee has produced a programme with a full season of events, and all the usual fixtures are planned. Of course this is all reliant on our state remaining COVID free and the committee will make announcements during the season when necessary. Please read the informative club emails from Club Manager Jade Irvine and the wonderful Mainsheet publication that the club sends out.

It is proving difficult at the moment to allow access for the groups that would normally use the club during the week. We are working towards allowing this to happen but we must keep within the current regulations and requirements as laid out by SA Health and the State Government, and as these ease we will be allowing groups in to use the clubrooms and carry out maintenance. The GRYC is a licensed club and our guidelines are different from those of social groups and small clubs that gather in private homes or community halls.

We look forward to seeing you at the club soon, please stay safe and bear with us through these uncertain times and all the best from us for the new season.

Randal Cooper
Commodore of the oldest yacht club in Australia

Thank you for your help in
keeping this Club
COVID Safe.

Please remain seated
whilst
eating and drinking.

Keep your community safe.



New Regatta 3

Goolwa Regatta Yacht Club has been very fortunate to be selected to join The Masonic Charities Trust grants program.

This came about through the Sailability connection with The Corinthian Lodge, Goolwa, who have supported our Sailability program in the past, namely by funding the large yellow tent, new sails & outboard, as well as a solar panel and incidentals for our day sailor "As Good As It Gets".

The Corinthian Lodge Goolwa decided to help the Club's Sailability program by submitting a grant application for the replacement of Regatta 3, which has been part of our support boat fleet since October 2008.

Through the efforts of Ian Pontifex (Area Coordinator for submission of Grant Applications - on behalf of The Masonic Charities Trust) we were the successful recipients of Grant Funding of some \$16,000 plus covering the cost of a new boat.



Special mention has to go to our Past Commodore, Brendan Murray, who spent considerable time & energy to source - through his many "contacts" - a 5.4 metre centre console RIB (Seawalker) on trailer with a 60hp Mercury outboard. GRYC Sailability would also like to express a thank you to all the other people who contributed in some way to receiving this valued, modern addition to our fleet.



The handover/presentation is scheduled to take place on Friday 9th October at 4.30pm. Invited guests include representatives from The Masonic Lodge (Charities Board), together with Alexandrina Council Mayor, Keith Parkes, and our Flag Officers. GRYC Club Members are encouraged to attend to acknowledge this generous gift, noting that this coincides with the first night of our Friday Twilight Series.

We are now seeking a new home for the old Regatta 3. Many members will be aware that this boat was the pride and joy of Billy Mateer, who with wife Lyn is now a resident of that other part of Australia, called Queensland.

Please contact commodore@gryc.com.au for purchase information.

GRYC Executive and Committee Portfolios

To give effect to the new management approach, the General Committee have considered and agreed upon the proposed allocation of duties, namely:

Commodore: Randal Cooper

- i. General Club Matters
- ii. Women in Sailing: He will be attending RYC to incorporate them into GRYC.
- iii. Radio Controlled Yachts

Secretary: Clive Boyce

- i. Correspondence
- ii. Business Arising from Correspondence
- iii. Other Club Affairs eg Regulatory Matters, Leases, Licenses

Treasurer: Alex Woods

- i. Finance Reporting
- ii. Financial Management – Club
- iii. Financial Management – Marina
- iv. Marina Fund Management
- v. Other Financial Matters

Vice Commodore: Trevor Baldock

- i. Overall management of on-water activities
- ii. Racing Program management – Flag Officers and Race Committee
- iii. Racing program
- iv. Manage race divisions
- v. Undertake annual ratings review including ratings policy and methodology
- vi. Prizes and awards, Identify and recommend PRO appointment
- vii. Manage Team Sailing Co-ordinators, Manage Events Co-ordinator

Rear Commodore: Mike Ludlow

- i. Clubhouse
- ii. Grounds
- iii. Marina

Portfolio Manager – Ian Barker

- i. Sailability
- ii. Tuesday Work Group
- iii. Benevolent Activities

Portfolio Manager – David Brumpton

- i. Sponsorship and Fundraising

Portfolio Manager – Jeff Secomb

- i. Social
- ii. Promotions
- iii. Special Events
- iv. Raffle

Portfolio Manager – Chris Hocking

- i. Support Boats
- ii. Wooden Boat Festival

Portfolio Manager – Ben Sanders

- i. Training
- ii. Membership Development



What's new in sportsboats ???

With the season about to kick off there's a boat being rebuilt in one of Goolwa Mast and Welding sheds that has everyone talking and with the local sports boat fleet increasing, this boat has its sights on being the fastest in the fleet.

We are talking about Harry Cooper's Phuket 8 sportsboat.



Harry found this "rocket" on Gumtree in the back blocks of Queensland and with some help from family friends the boat was loaded on to a truck and scheduled to be in SA by late February, early March! This is when the fun began with the truck dropping it in Shepparton. And there she sat for a good two months waiting to get across the border and with COVID19 restrictions, this made it more challenging getting to Goolwa.

Fortunately a friend of Harry's, Matthew Morley, lives there and was checking up on the boat every week. Finally the boat was loaded in April and trucked to Renmark where captain/lock master Mathew Irvine took delivery of the big girl.

A couple of days later Harry, Alex and Brett took off to pick her up and bring her home to start the rebuild.

Straight away the rebuild was on. Harry and Nigel stripped the Phuket to find out what came with her and what had to be repaired or made. Within the first couple of days, she had been roped down to bare bones and the fun began. First job was to repair the rot from the windows and hatch. Then the endless sanding, but with help this went fast..

With the sanding done the hull was painted and work started on the new centre case so the keel could be lifted as to race in Goolwa. The original keel had to be removed with the help of a crane to lift the boat. The boat needed to be raised over 3m (10ft) to get the 2.4m keel out!

With the keel out, the boat is ready for its new centre case and finishing touches... which includes deck grip and Eva foam.

With the rot removed and the old keel off, the task is now to rebuild the rig and new keel to have the boat ready for race one twilight series in October (fingers crossed).

She was designed by John and Scott Duncanson (yes the same designer as the slow boats) in 2003 as a kit boat. Built out of plywood and Cedar reinforced with fibreglass and carbon fibre. With full carbon foil and rig.

The boat was built in 2005 and sailed up and down the east coast of Australia. Harry and his crew are pumped to sail her this season and take her away to race in regattas in SA and interstate when we can.

Boat specs are:

Length - 7.9m
Beam Max - 3.03m
Displacement - 850kg
Draft Max - 2.45m
Draft Min - 0.6m

Main - 25.6 sqm
Jib - 16.0 sqm
Spinnaker - 94.0 sqm



Lastly her name is PLOW KING

Thank for reading. BG

DAUNTLUS CUP - 2020

(sponsored by Bremerton Wines)

What a day to be out on the water just magnificent...

The annual DAUNTLUS CUP race from Goolwa around Rat Island and back again has always been a welcome event as we come out of the depths of winter, and no more so than this year.

Thank you to Bremerton Wines for their continued support of this race and the GRYC.

A great turnout with in excess of 30 boats competing in Spinnaker, Non-Spinnaker and Multihull Divisions. A gentle NNE 9 knot breeze at the start saw most of the fleet make a few tacks just after the bridge before embarking with cracked sheets to Rat Island.



The breeze switched to a Northerly early in the race then later to a gusty NNW at 15 knots making the return journey back to Goolwa a little more challenging.

The Sports boats had some fun with asymmetrical spinnakers keeping Nimue and the Restricted 21's in check and in the non-spinnaker fleet Encore and O'Really finished just 1 minute apart after a close race the whole way around the course .

The closest call on the finish line was between Elanora and Destiny with only 2 seconds between them!!

Conversion Therapy

It is exactly one month since I started my conversion of a Leonard Hedges designed Freeway 26' marine plywood boat into a river cruiser. The boat (she is still nameless) was acquired by Randal Cooper on a property in Caloote on the Murray. She had been sitting on a trailer for some time.



Her builder, the late Jack Kelley of Kapunda aspired to sail her around Tasmania and on close inspection I could see she had the bones to do it. Jack believed that it was your attitude that made the difference not your ability. This vision revealed a boat which reflected his perfectionist workmanship.

I have a passion for wooden boats and I count myself lucky to have been the custodian of the beautiful Iole for a decade. Boats have their own personalities which they reveal to you over time. Iole is beautifully designed and built with exceptional lines. It is these qualities which endure as she approaches her 90th year.

I have been looking for a river cruiser for some time and to be honest I had not considered converting a yacht into a cruising boat. I am sure there are some purists who would question this approach - but there are many advantages for me that make this a sensible choice.

Firstly she is trailable, so I can take her anywhere up the river or interstate to launch her. She draws 14" and is spacious, allowing me to walk through her without being knocked out. She is a dry boat so no more worries about sprung planks or popped rivets. Best of all, I get to redesign and build the interior in a way which reflects my thinking about wooden boats, namely lots of white with varnished wooden trim. I have a favourite cruiser for inspiration. (See Woodenboat number 232 2013 reviving MAKOTO).

Working on boats is good therapy. As Jack Kelley would say, if it is to be it is up to me. All this is possible of course through the expert guidance of Randal and Harry. I know I am having a good day when they don't need to speak to me.

To date, I have done a lot of deconstruction and many people seem a little perplexed by how much wood I am taking out. But from the outset my plan was to create space - to open her up to make the spaces more useable and practical. I have spent a great deal of time cutting out cardate foam from under seats and benches which Jack used in abundance to create buoyancy for his impending sea voyage. I have created a new bulk head for the toilet and cut out an inset to fit. I am strengthening the Transom for a 25 hp four stroke Yamaha and currently building an anchor well. I have learned new skills and I have made lots of mistakes but as Harry and Randal happily remind me as they walk by "Epoxy fixes everything!"

So if you happen to be passing Randal's shed I am tucked away in there somewhere around an ever growing pile of deconstructed ply, epoxy and sawdust. Feel free to say hello and inspect my progress. Cheers

Fraser Buchan

Volunteer Insight

with Mike Ludlow

Regatta sat with Mike Ludlow, recently appointed as Rear Commodore, to talk about why he volunteers at the club. Mike has been a member of the GRYC for some 5 years and before his role of Rear Commodore he volunteered on the race committee.

When asked why he volunteered, Mike said that it is hard to say 'no' when approached to contribute to the club. In the back of his mind his thoughts are if he did not, "someone" had to take up the role and ultimately Mike's view is that he is happy to give back.

Although busy in his GP Practice, Mike believes it is important to contribute to the club he enjoys spending time at so the additional commitment to his work also offers a satisfying distraction. As a volunteer he is always willing to support the direction of the club, and at the same time acknowledges there are challenges to tackle. Having previously been on school committees, he sees the value of contributing as all members benefit from the efforts of all volunteers.

Regatta asked what areas will he like to place his focus on as a volunteer. Mike says he is keen to be involved in the Grant process to chase funds as to improve the club's facilities.

Another recent focus needs to be managing the changing environment for COVID 19.



As to his role as Rear Commodore there is a long list of challenges. There are always Marina issues, maintaining the clubhouse and facilities, ensuring that members are always welcome - so bar pricing, product offer, etc are always a focus.

Mike believes that by volunteering, not only do you have the opportunity to meet others, you also become part of the local community. In closing, Mike finished with a key message for volunteering. "You always get back, so the more you put in the more you get back."



Thank you for your insights Mike, and best wishes for your challenges as Rear Commodore.

Regatta

Sailability

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



Cup



photos courtesy of Canvas Sails

Plow King



Conversion Therapy





COBWEB Caravanners

Winter expedition NORTH, LOOKING FOR A LAKE'

With all borders closed to interstate travel, the decision was made to explore the 'North West' of South Australia.

Where else but Mt Ives Station and the surrounding countryside. So with caravans in tow, Dave and Jenny Smallacombe, Mal and Lyn Hancock together with Leigh and Zofia Phillips, headed "North"

Who would believe that in the 3+ week trip away that all 4 seasons of weather would be a memorable diary note! Dust, hot winds, cold winds, torrential rain, mud galore, snow in the Flinders Ranges, together with wonderful Spring-like days.

Memorable days with evenings around the open campfires. Pot roasts cooked in the camp oven. One or two Sth Aussie reds... (medicinal reasons only, can't always trust the water). Nothing better than 'toast over red hot coals'.



The shore of lake Gairdner (south end)

We found Lake Gairdner! No water: just a wonderful endless vista of salt as far as one could see.



No shortage of salt

The rains were on the way - so a rush trip East to Hawker via Pt Augusta and Quorn. There to be greeted by a large snow fall in the Flinders Ranges all the way to Blinman. What an unforgettable panorama as far as the horizon in all directions.



Snow on the Marble Range near Rawnsley Park

Where to next on the trip (rain clouds and weather forecasts to consider)? Why not Roxby downs via Woomera?! With a visit to perhaps the most unique Yacht Club in Sth Aust. The Andamooka Yacht Club. The photo says it all even with a dolphin flying through the air! Dave offered best wishes from GRYC and found out that the club will reopen soon'. What an interesting town.



The Andamooka Yacht Club and the "dolphin in flight"

For those visiting the Roxby area at this time of the year, it's worth noting the great vista of Sturt's Desert Peas which greet travellers.

We would have loved to travel the Borefields track from Olympic Dam to the Oodnadatta track, but following the deluge of rain it was mud all the way (110 kms), so we gave it a miss. Hopefully next time!

A return to Goolwa via Laura in the Mid North then to finish with an interesting "station stay" at Tarlee. All planned on the run with a couple of memorable free camps. The roaring camp fires during transit travels added to the "getting back to nature" feel of travelling the outback.



Are we lost? Where's the RAA?

L to R - Lyn Hancock and Jenny Smallacombe (looking relaxed, maps in hand)

Dave Smallacombe (looking ahead?!?!)

Leigh Phillips (checking for phone connections)

The challenge of a visit to the other Northern "Lakes" - Lake Eyre, Lake Torrens and Lake Frome, is on the planning agenda for another trip also to include Arkaroola.

We all agreed what a wonderful state to be living in and to be "locked into". Had the borders been open we would have missed the wonderful vistas offered in "OUR STATE'S BACKYARD".

What Next?

We are looking forward to getting back to "on water and in Club escapades" from the GRYC as soon as we can safely manage the current distancing regs. At the same time though, keeping the caravans ready if the call of the open road says "let's go caravanning"...

Mal Hancock

Life Jacket Regulations

Which **lifejacket** do I need?

RESPECTING OUR WATERS



Lifejacket checklist

- ✓ Do you have the right lifejacket for the area you will be boating in?
- ✓ Are your lifejackets suited to your activity?
- ✓ Do you have enough lifejackets for everyone that will be on board and are they the right size?
- ✓ Are your lifejackets in good condition and maintained according to the manufacturers instructions?
- ✓ If you are boating at night, do your lifejackets have reflective tape to help others see you better? Consider fitting water activated lights to your lifejackets.

A label for a compliant lifejacket will include the following:

- * Manufacturers details
- * Certification information (Australian Standards)
- * Year of manufacture
- * Details on limitations of use
- * Device level or type of lifejacket
- * How to wear, care for and operate your lifejacket
- * Body mass, size and buoyancy information

Level 100

A level 100 (also referred to as PFD Type 1) is designed to keep you in a safe 'face up' floating position.

- * They are the minimum requirement for semi protected and unprotected waters
- * They can be worn for general boating in all waters
- * Not to be worn on PWC



Level 150

A level 150 (also referred to as PFD Type 1) provides greater buoyancy support when a higher level of performance is needed.

- * May be inflatable and if so must be serviced every 12 months or in accordance with the manufacturer's instructions
- * Design to keep you in a 'face up' floating position
- * Suitable for general boating in all waters
- * Not to be worn on PWC



Level 50

A level 50 (also referred to as PFD Type 2) have less buoyancy than a level 100 and will not rotate you to a 'face up' floating position.

- * Normally used for sailing, kayaking, canoeing, wind surfing and on PWC



Life Jacket Regulations (cont ...)

Level 50S

A level 50S (also referred to as PFD Type 3) has similar buoyancy characteristics to the level 50 but is manufactured in a wider range of colours.

- * Favoured by waterskiers, wakeboarders, kayakers and canoeists
- * They may also be available as a built in garment (eg waterskiing wetsuit)



Lifejacket requirements in South Australia

New regulations relating to wearing lifejackets will come into effect from 1 December 2017 and all boaters need to know what to do to make sure that they, and their crew comply.

Special provisions for children:

When a lifejacket is required to be worn by children less than 12 years of age or 40 kg, the lifejacket must not be of the type that inflates.

Motor boats less than 4.8 metres in length:

Everyone on board the vessel must wear a lifejacket suitable for their area of operation and activity, at all times when underway or at anchor.

Boats 4.8 metres to 12 metres in length - with or without an engine:

Children of or under 12 years of age must wear a lifejacket at all times when on the open deck at all times when underway or at anchor.

In circumstances of heightened risk, each occupant in the open area of a vessel of not less than 4.8m but not more than 1m in length must, at all times while the vessel is underway or at anchor, wear a lifejacket level 100 or above in unprotected waters or a level 50 or 50S in semi-protected or protected waters.

- * When operating alone
- * When operating after sunset or before sunrise
- * When the boat is disabled
- * When crossing an ocean bar
- * At times of restricted visibility
- * When in an area subject to gale, storm force, hurricane force, thunderstorm or severe weather warning from the Bureau of Meteorology
- * When reasonably directed to do so by the master of the vessel

Tender vessels

If a motor vessel is a tender to another vessel the occupants must wear a lifejacket in accordance with the requirements set out above, in accordance with the boat length.

Dragon boats

When operating in unprotected waters all persons aboard must wear a lifejacket level 100, or level 50.

When operating in semi protected waters or protected waters, a level 100, 50 or 50S.

Make sure your lifejacket fits !

It's a good idea to try the lifejacket on in the shop before you buy it.

- * Choose a lifejacket for your weight range and make sure the size/cut of the lifejacket is suitable. It should fit snugly without being confining or riding up on your body.
- * Make sure the neck section does not ride up around your head.
- * A crotch strap will prevent your lifejacket from sliding up around your neck and will prevent you from falling out of the bottom of the lifejacket, which is especially important for children.
- * Choose a lifejacket that is appropriate for the location you will be boating in and for the activity.

Once you have purchased the lifejacket and before you go boating, put the lifejacket on and become familiar with the floatation characteristics in a controlled environment such as a swimming pool.

Get a feel for the lifejacket by moving about, swimming and floating. Try jumping from the side of the pool into the water - you will see the need for a firm, fully fitted and correctly worn lifejacket.



Information contained in these 2 pages has been extracted from the brochure "Which lifejacket do I need?" published by The Department of Planning, Transport & Infrastructure of the Government of South Australia.



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