

APRIL 2009

REGATTA

THE OFFICIAL JOURNAL OF THE GOOWLA REGATTA YACHT CLUB

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COMMODORE'S REPORT

Dear members, friends and fellow sailors,

We have achieved what looked impossible and completed the final series of twilight races for this season. We will have to wait and see if it is going to be possible to conduct the early races in the popular winter series, water levels may prohibit us running the first two races.

There is however good news, the temporary regulators in the Goolwa channel at Clayton and the ones in the Finniss River and Currency creek are to go ahead with fresh water in the Goolwa channel, we are advised that water levels of +0.30 AHD (1.5 meters more than we have now) will be achieved by the first week in July 2009. And subsequent to good winter rains we should return to + 0.70 AHD by the end of winter.

We have decided to postpone running of the Dauntless Cup until August/ September and will possibly run it in conjunction with Clayton Bay Yacht Club, as a celebration of the return of decent boating conditions in our area.

There has understandably been a slight decline in membership due to the lack of water, however we maintain a strong and enthusiastic membership and will conduct an aggressive membership drive once the water levels return.

Volunteers from the club ran the bar at the Wooden Boat Festival and it turned out to be a very worthwhile fund raiser, without the continued help of a small band of volunteers and our Tuesday maintenance team it would be very difficult to maintain the premises and the standard of coterie that our members enjoy. I thank you all for your selfless and undying support of the club and our members.

On Thursday April 9th we will be hosting 40 special needs children and their carers on behalf of The Variety Club of Australia Children's Charity. They will have lunch at the club and enjoy the experience of boating on our limited waterways. There will be a presentation of \$1000 to the Goolwa Primary School, to be used to purchase special learning aids for some of the younger children. Please come along and support the club on this day if you can.

Have a safe and enjoyable Easter, it's potentially a good time to get the boats ready for the return of our water and fantastic sailing again.

Kind regards
Keith Parkes
Commodore



Commodore Keith Parkes

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REAR COMMODORE'S REPORT

The summer of 08/09 was memorable in many ways. A receding river level, restricted sailing area, bristleworm growth and a partially unusable marina provide a real challenge to the club, yet we still completed 35 races with an average fleet of >20 yachts and while the opportunity for classic courses was always going to be limited we were able to enjoy some of the keenest and most disciplined sailing ever seen at Goolwa. As we look towards the winter when water levels will be restored, permanently (1.3m to 1.7m above those currently being experienced) - thanks to the Clayton 'regulator', we can be assured of unlimited sailing in the rivers lower reaches, 103 very usable berths and access once again to the Coorong.

One significant change on the 'sailing scene' has been the growth in our dinghy fleet. A year ago the club was struggling with fleets of 2 or 3 in Division 4, now with 14 Flying 15's in local ownership, it is common to have 7 or 8 boats lining up on the start-line. This, and the success of the Restricted 21's, has led to a problem for many skippers, that of finding a crew. If you are presently without a boat or just fancy 'giving it a go' make yourself known to our Manager, David, and he will put you in touch with a skipper. Many of us started our sailing in dinghy's in our 'teens and have had a lifetime of pleasure from what we learnt in those early years. I am encouraged by the support within the club for the establishment of a 'junior sailing' programme. As a socially responsible club I believe we have a duty to put something back into our sport for the benefit of the next generation. This initiative has been greatly facilitated by a donation of \$2000 from Pt Elliot CWA and a Sports Council grant of \$5000. A successful start has been made over the past 2 months with 12 teenagers from the local 'Investigator Collage' being taught the basics and the school taking out a block of 10 Junior memberships of the club. Next season we hope to develop a regular programme for members and their families.

As a socially responsible club I believe we have a duty to put something back into our sport for the benefit of the next generation.

To prepare us better for next season the club will be running two training programmes for members during the winter months in the form of a VHF Operators course (over 2 days) and a power boat handling course. Members interested in taking advantage of these offers should put their names (and contact details) on the appropriate list on the noticeboard or email the club. It is intended that both courses will be run in May.

There is no doubt that the lack of water has had a major impact on the club and its effect will be felt long after the return of deep water. This and a tight fiscal environment have resulted in fewer people spending their weekends in Goolwa with the resulting decrease in membership and reduced income to the club. Even though the times are tough the impact will be minimised if all members do the 'right thing'. A review of race registrations clearly shows that a number of sailors have avoided taking out club members, even when our 'Race Instructions' allow for only three temporary membership days. If skippers were to encourage their crews to respect the club rules on membership then there will be less pressure on the membership subscriptions for the rest of us, and of course less risk of skippers being disqualified for being in breach of the 'Race Instructions'. On a similar tack it has fallen to me to point out to members that BYO drinks should not be consumed in the clubhouse or within club grounds when the bar is open. Allowing people to bring their own alcoholic drinks into our 'licensed area' both threatens the club license and impacts on bar takings, which have a significant impact on club profitability. In a nutshell, it is your club, please don't abuse it.

Finally an appeal. Throughout these difficult times your club has not only maintained but extended both its sailing and social programme. The club is run by members for members. It can only maintain the range of services it does with the involvement of volunteers. Our sailing programme can only operate if we have volunteers to man the bridge, Regatta 1 and our 'rubber duck'. Friday Bistro's, Sunday breakfasts and club BBQ's only happen if members give up their time to prepare your food. If subscriptions were three times what they are then maybe we could afford to employ staff to hire these 'services' but the reality is the club is able to provide a very comprehensive sailing programme and excellent catering thanks to a small minority of members volunteering their time for the enjoyment of the majority. Use the facilities but please offer to do your share of the work whether it's on or off the water, even if you can only help out for an hour once a month. It can be fun. Speak to our Manager David.

EDITORIAL COMMENT - HELMSMEN OF GRYC

It is often said that a helmsman's greatest attribute is being able to get on with other people on the boat; otherwise you'll be on your own! Likewise, people who take a leadership/helmsperson's role in clubs such as GRYC have responsibility for generating cohesion and amiability within the club. Yachting lore shows that many helmsmen believe they are making the difference to the boat's performance and tend to claim a disproportionate share of the accolades but when the role is stripped back, many think that the helmsmen are "just trimming the rudder." Are some of our recent winners; Bruce on *Music*, Randal on *Nerana*, Murray on *Baku*, Philip on *Hammer*, Jock on *Dolphin*, David on *Vintage Red*, Peter on *Maid Marian*, Brad on *FFlying Squad*, just 'trimming the rudder'? But then winning helmsmen at GRYC always acknowledge their crew.

Helmsmen can claim a disproportionate share of the accolades

Some yachties think that being on or at the helm is a relatively simple role (my crew have never said that!) and that it's a job that comes with too much kudos. A guiding maxim is that the helmsman should never employ anyone worse than himself — because ... "if you surround yourself with good people you can take the day off!" Yet in defence of helmsmen, examination reveals that they have to have excellent concentration, read the winds, and be able to steer for extensive periods.

Their road to glamour can be long and painful! Steering for two to three hours in heavy winds generally requires much physical stamina whereas the intricacies of light air sailing on flat water demands concentration and much nurturing for hour after hour (still much nurturing even if there is plenty of beer on board!)

For best performance in racing these days early to bed (little chance of that in the recent Port Lincoln Regatta) is recommended. Then again if you are hung-over "your judgment will be clouded". Goodness, has anyone at GRYC ever experienced 'clouded judgment'?

GRYC has many excellent helmsmen who are taking the club through unknown waters — unknown because less than two years ago water levels were two metres higher, unknown because water levels are still expected to fall, at least until June/July. And who knows whether water pumped from Lake Alexandrina will lift pool levels at Goolwa ... to at least 1 metre above current levels? Nevertheless the helmsmen of GRYC have to date steered us through heavy and light weather. Our Commodore Keith Parkes and his flag Officers Linda Mills and Don Richardson deserve accolades for their enthusiasm and commitment. Keith has had excellent radio presentations and been a fine advocate for GRYC. Don is developing the club's future with his nurturing of junior sailing. Then there is the past helmsman Robbo with his ever buoyant spirit, who knows all about sailing in heavy weather if his sailing on the trimaran *Wilparina II* is

any guide. And then there is Randal and Jock whose lobbying and communication is keeping Goolwa and GRYC before the public eye. Significant helmsmen!

For helmsmen and the Commodore the road to glamour in these times is long and painful.

Brian Southcott and Trevor Kenniwell are significant leaders and helmsmen for *Sailability*, as is the victorious Simon Thiele winning in the *Liberty* at the recent (March 28 & 29) State Sailability Championships on the Port River. Allied to these leading helmsmen, are the helmsmen and crews who continue to sail every Friday night and keep sailing alive at Goolwa. A true test of helmsmen on the water occurred during the first Commodore's Cup race on Friday 27th March when there was a random distribution of crews for the Restricted 21's. I'm told that helming is about communicating with your crew as well as making the boat go as fast as possible. In very light winds, Jock helming *Dolphin* beat Randal helming *Nerana* by just a boat's length. By the time this edition of *Regatta* is printed we will know which helmsman, Jock or Randal or maybe Brian or Robbo or Mike, etc has won the Commodore's Cup. Helmsmen as leaders, and helmsmen on the tillers are most significant if not glamorous cogs for the GRYC.

Editor

Who is the Editor? (abridged version)

He sails *Wind in the Willows* a Noelex 25 with his loyal crew of Robbie Parker and Brian Tapping. He's managed to capsize his Heron (albeit in gusty wind conditions while relying on Murray Symonds to keep him upright) and is very grateful to Randal for pulling him out of the water and towing *Sequoia* (name of capsized Heron!), and a wet suit clad Murray to shore. He's edited journals before and enjoys being the editor of *Regatta* — especially as he is getting good copy from club members. Keep the articles flowing!

Malcolm Doley

CLUB PROFILE - Peter and Angela Roodhouse

It is a habit of these club profiles to identify the club members who are “up and doing”. No couple have been more “up, doing” and achieving since they arrived in Australia than Peter and Angela Roodhouse. They arrived from Burnley in Lancashire as “Ten Pound Poms” more than 40 years ago. Peter describes the decision to migrate as, “well, just a sense of adventure.” But it also provided, “A month or more on a ship with Angela and plenty of rum a cokes!” Yet, Peter’s maternal Grandmother came from Burke before she took the reverse journey in the early 1900’s ??? and established her family in England, so there is some Australian, if not Darling blood in Peter anyway.

Peter’s first sailing experience was as a teenager with three other teenage boys on the Norfolk Broads in a 30 foot gaff rigged shoal. The boat had no motor but a punt pole to get you out of trouble if there was no wind. Peter’s love of sailing clearly started then, and after their arrival in Australia Angela and Peter have sailed together as an inseparable team. Peter and Angela’s sailing success in their Farr 6 *Waituna* at Glenelg Sailing Club and at GRYC is legendary. They have sailed in 24 Milang to Goolwa races coming first in the racing division in 1990?? Peter has been a Farr State champion and Glenelg Club Champion, which in those days (1980’s to 90’s ??) there were enough Farr 6’s to have class racing. No such thing as handicaps then! At GRYC, where Peter and Angela have been members for 15 years, they have won many individual races and the summer series in 2006 and 2007.

Always difficult to beat Peter and Angela, who always sail together, know well the waters of the Lower Lakes and Goolwa Basin. We pay tribute to their skills and unheralded commitment. They have sailed *Waituna* on the Glenelg river, across the Gulf, six times at Coffin Bay, as well as the Gippland Lakes. Currently Peter is President of the SA Farr Association, which, “as our members all age,” ... could be accurately called “the Farravanners Association”. Ever inventive and a definite leader Peter is known as Captain Bligh by Angela and their two sons Matthew and Ben. He’s always at the helm when they are racing, but Angela often helms when they are cruising. They have owned *Waituna* for over 30 years,

though their first boat in Australia was a Hartley TS 16 called *Angelica* which Peter built himself in 1970. Their most difficult time sailing was the “experience of being caught in a 40 knot squall off Glenelg, - but we survived!” Peter and Angela are still “students of sailing,” learning all the time. The appearance of *Waituna* in any GRYC races brightens the prospect of a good race because inevitably they will be difficult to beat. In all this the ever modest Peter and Angela Roodhouse display a most undramatic quality (born of the North of England I wondered): the gift of quiet persistence and club loyalty which often elevates others while swinging the spotlight away from themselves. GRYC is all the richer and cohesive because of Peter and Angela’s presence and significant contribution. “We will go on sailing till we have to stop,” commented Peter, “but hopefully that will be years away!”

“We will go on sailing till we have to stop, but hopefully that will be years away!”

Peter and Angela on their ‘beloved’ Waituna”



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Yet Another Week Away

Having journeyed by road to Wangi Wangi RSL Amateur Sailing Club, Lake Macquarie N.S.W. to participate in the Australian Multihull Nationals Championships, I had the pleasure of travelling in convoy with John Hardy, (The Tribe, Farrier F82r), and Ross McOmish, (Scharnhorst, Corsair Sprint 750), who are both avid Multi Hull sailors.

The lake itself is the largest coastal saltwater lake in Australia, over four times the size of Sydney Harbour. The lake is 24 km long and has 174 km of foreshore, with its beautiful bays and beaches. Wangi Wangi is a delightful spot on the western side of the lake originally a small holiday come fishing village and still has a much laid back feel, but a wonderful venue for sailing.

I was invited along to crew for Philip Day (Qld) the sponsor of the series and importer of Corsair Multi Hulls Yachts into Australia. Digs were in a rented house shared by eight of us including a couple of Victorians, most meals eaten were out. Breakfast for most sailors recovering from the night before, were bacon eggs etc with a strong coffee at the RSL Club next door to the Yacht Club.

Lake Macquarie is the largest saltwater lake in Australia

The competitors secured their yachts in the clear salt water along the lake's edge, pulled up onto the soft bottom next to the lush green grass and trees that come down to the water's edge. I thought it was like being in heaven compared to the conditions at Goolwa.

Competitors seemed like one big family with Multi Hulls as their binding faith, taking time out to talk and catch up with what was happening with boats new and old, their crews and the news from each State. Racing on the other hand brought out the strong competitive nature of the true sailor and after a week of racing in all conditions including thunder storms I too began to understand why Multi Hull owners are different. Coming from a mono hull which has a hull speed of 6 knots and then experiencing 15 – 20 knots tends to make one

feel somewhat special. After a week I felt as though I had done my apprenticeship and could hold a conversation with most about what happened on the water that day and what could have happened if only.

Multihulls are their binding faith

The other highly respected team and long time campaigner from GRYC. was headed up by Robert Remilton (Wilparina 2 Farrier F9r) came 2nd in the invitation race, 4th OMR Div 1, and 2nd in the series. Rob McOmish (GRYC) came 2nd in the Sprint Div, not a bad effort SA. On returning home I was asked to crew for John Hardy (The Tribe) at the Scandia Geelong Week hosted by the Royal Geelong Yacht Club. Upon getting leave from home for another week away, I jumped at the chance having not had the opportunity to participate in the past due to the clash with the Milang Goolwa Freshwater Classic. Most of the racing was conducted in Corio Bay with a couple of long races. One to Martha Cove, Safety Beach the other side of Port Philip Bay where we stayed for an extra night due to the bad weather, then a race from Safety Beach back to Melbourne for an overnight stay in the Docklands and the lights of down town Melbourne. The next day was the big race with 473 boats over 39 nautical miles from Williamstown to Geelong. The start was spectacular with a strong westerly 20 to 30 knots and a choppy sea, which made it hard going for the multihulls, but when we came down the channel into Corio Bay it was our turn to perform. I can still see the faces on the lifeless



Peter Atchison Photography

Robbo on Wilparina II on Lake Macquarie – Phil Remington on the helm.

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Wilparina II Multi Hull Racing on on Lake Macquarie – Robbo enjoying himself.

bodies lined up on the sides of the highly rated and very expensive monohulls as we screamed past in a curtain of spray. It was very hard to keep a straight face and not to show a smile and the enjoyment of sailing on the edge in a craft which is normally

only tolerated by monohull sailors.

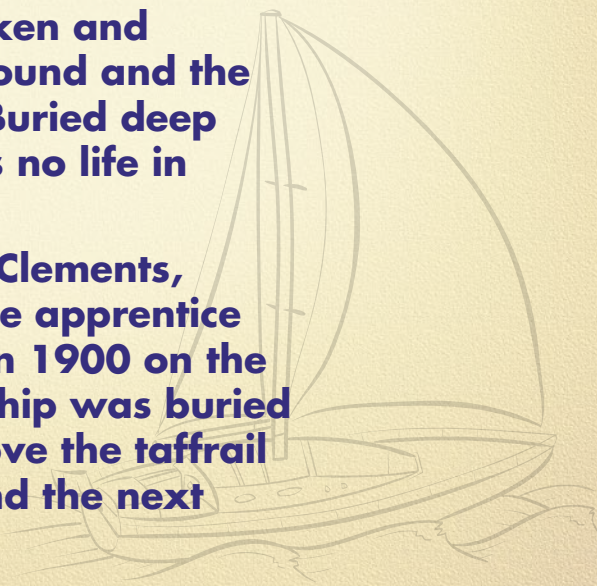
Once again GRYC members Robert Remilton 1st, Rob McOmish 4th and John Hardy (RSAYS) 5th in the series for Multihulls. Geelong week for me was

full on sailing and entertainment with thousands a sailors and spectators there was no time to relax and enjoy but, if asked, I would go again.

Robbo Roberts

"She lay like a gladiator, sore-stricken and fainting, careless of the clamour around and the uplifted sword of an exultant foe. Buried deep under a weight of water, there was no life in her..."

From; *A Gipsy of the Horn* by Rex Clements, first published in 1924 .. a first time apprentice recalling his ordeal off Cape Horn in 1900 on the British Barque *Arethusa* when the ship was buried under tons of water. viz "High above the taffrail — forty or fifty feet — it loomed, and the next moment it fell"



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SAILABILITY

With the dredging and continual adjustment of the pontoon by the Tuesday Work Group we have been able to conduct our sailing activities. Our March meeting was delayed to the 21st this being the same day as the Access Class Australian & International Championships hosted by the Southport Yacht Club with Gold Coast Sailability. Even so at GRYC we had a good turnout on the day and the weather was kind to us. Twelve people sailed with Robbie Parker, Tony Mills, Roger Rees, Trevor Kenniwell as helmsmen.

Meanwhile at the Access titles we were represented by Paul Sweetman and Cyril Tooze in a 3.03, Yvonne Schramm with Deirdre Schahinga (Adelaide Sailing Club) in a 3.03 and Simon Thiele in a Liberty. Our competitors reported that they found the going tough with high winds and 3 foot waves and a fast tidal current to contend with. Due to the conditions our crews were unable to achieve good results.

On Saturday March 28th & Sunday 29th the State titles were held at Port Adelaide. We were represented by Yvonne, Paul and Simon. Simon had three firsts, a fourth place and in very light winds a DNF. He was placed second overall which is somewhat difficult to understand if the best four races counted. We shall investigate this. The next Goolwa Sailability will be on Saturday April 4th and then Saturday May 23rd both commencing at 9-000am

A special event coming up is the Sailability Quiz Night starting at 7.30 pm on Saturday May 23rd. It will be BYO plates of nibbles, coffee and cakes provided and the GRYC bar available. The price is \$5.00 per head with profits going to Sailability. There will be limited numbers set in tables of 8 or 10, so booking is essential. Please book by ringing Lyn on 85550815 after April 25th.

If you can't attend but would like to support Sailability, a donation of prizes or cash will be gratefully accepted.

Brian Southcott

GRYC Annual Dinner and AGM

*Please note that the Club Annual
Dinner and Awards night will be
held at the Goolwa South Lakes
Golf Club on Saturday June 13th at
7-00pm, with the club AGM to be
held in the Kinnear Room on Sunday
14th June commencing at 11-00am*

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Descending to cockpit seats
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Waves and troughs bound for any start,
Whose gun or flag disperses disability

Billowing sails, then sheeted to the wind,
Around orange buoys that mark the course.
To gybe and tack for boats and lives
That, in this moment, become so navigable

Surrounding banks and waters fill now
With boats, sails, masts and crew as one,
Perpetual in delight, endeavour, unison,
Above any disabled demesne

RJR

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