

# REGATTA

THE OFFICIAL JOURNAL OF THE GOOWLA REGATTA YACHT CLUB

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## Commodore's Report

In January we stepped into the unknown with the inaugural *Goolwa Regatta Week*; nine days of water-based activities culminating in *The Marina Hindmarsh Island Freshwater Classic Race* on 22<sup>nd</sup> January. As you will have read in the report produced by Louise Edwards, *2012 Regatta News Update*, (an exceptional document, congratulations Louise) any doubts about the week were swept away as each day's event went by without a hitch and the excitement built towards the weekend. The headline event, the *Freshwater Classic*, surpassed all the benchmarks the Steering Committee set itself with 194 entries (60% up on 2007), sound financial returns and amazing publicity for the Club and most importantly, lots of fun! I encourage you to read the *Regatta News Update* ([www.goolwaregattaweek.com.au](http://www.goolwaregattaweek.com.au)) carefully and send your ideas for the *2013 Goolwa Regatta Week* to the Club ([gryc@gryc.com.au](mailto:gryc@gryc.com.au)). Of course none of this would have been possible if it weren't for the unselfish efforts of dozens of volunteers and while it would be unfair to identify individuals the Club is indebted to the eight members of the Regatta Week Steering Committee for their thorough planning and successful delivery of an outstanding festival of sail.

As a small token of appreciation those volunteers involved in the Regatta Week or who have assisted the Club in some other activity throughout the season, are invited to join Christine and myself for Afternoon Tea/drinks on 12<sup>th</sup> May, 3pm to 5pm in Clubhouse. Invitations have been posted, if you have volunteered in some capacity this season please come along.

In February the Marina berth-holders General Meeting was well attended and proved very constructive.. The principal

focus of the meeting was our Marina Asset Management Plan and I am pleased to welcome the formation of a Marina Sub-Group which, with our Manager and Flag Officer, will be charged with ensuring that our most valued asset is not just well maintained but improved over time.

The strength of a Club can often be measured by its diversity and the past three months have been rich in that regard. Where else do you see so many boats of various types and classes competing so intensely? The Regatta Week in January, the *State 'Sailability' Championships* on 3<sup>rd</sup> - 4<sup>th</sup> March followed at the end of the month by the *State Flying Fifteen Championships*. These championships were major showcase events for the Club.

The Rotary Club of Goolwa has donated \$6000 to support GRYC Sailability program. Four new 303's now carry the wording "Supported by the Rotary Club of Goolwa". With our Sail Training Program introducing even more people to the club (and the sport) and a great social schedule it's hardly surprising that this season has seen a major hike in membership – now numbering well over 400. My lasting memory of these past few months will be the very sincere thanks expressed by visiting sailors for the warmth and hospitality shown them by our members.

*Don Richardson, Commodore*

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### GRYC ANNUAL PRESENTATION DINNER & AGM

THE ANNUAL DINNER AND PRESENTATIONS WILL BE HELD AT THE AQUATIC CLUB ON SATURDAY 16<sup>TH</sup> JUNE AT 7:00 P.M.

THE ANNUAL GENERAL MEETING WILL BE HELD AT GRYC ON SUNDAY 17<sup>TH</sup> JUNE AT 11:00 A.M.

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## Freshwater Classic 2012

The commitment to sail and the passion.

A slow Milang start, with portents of still air,  
Drifting this-way-that-way to catch a zephyr,  
And some did, *Zealot* out in the lake, wiley  
Following his near rhumb line to Point Sturt while others  
Sail west for the shore hoping for a land breeze,  
Hope mixes with patience, with sail and  
Tiller juggling below the sky's blueness,  
Faint wisps of cloud, and the by-now burning sun.  
Diversions occur as a filming helicopter's downdraft  
Blows over a catamaran, with multi-coloured sails. Oops!  
Doldrums require patience and trust that the sea wind  
Will come, 'in a half hour, an hour, by mid or late afternoon'?  
In retrospect it helps if you're through the turning gate,  
But you still loll endlessly with prospect of a DNF before you.  
Then, gentle at first, teasing, sails flap a little till  
That cipher off the ocean gathers strength and sails fill,  
Emblems now that stir, renew faith and fulfill dreams  
As yachts heal, genoas and spinnakers fly, the water streaked  
With bow-waves and foam, the white-grey sap of racing,  
Excite competitors as we forget still air  
And race homeward for Goolwa with so huge  
A sense of enjoyment this Freshwater day of the year.

RJR

## "There's not a dry eye at GRYC"

### Ode to Ian Campbell

*Zealot* is a winning yacht  
That starts well at Milang,  
Scot Ian is a wiley salt  
Who sweetly feels the tang  
Of racing cross the lake this day  
With tender love of helm,  
As others melt there with the sun  
Ian Campbell knows the run.  
"And fare thee weel around Point Sturt,  
And fare thee wait a while,  
Till the sea breeze comes again Helga  
And puts mettle in me sail."  
He's fastest in his class by far  
And now Ian stands bewitch'd,  
Club members shout and cheer this tar,  
His victory leaves us all enrich'd.  
And fair thou art our bonnie Ian  
So deeply thrilled are we,  
And you inspire us all again,  
As you sail upon life's sea!

RJR, Goolwa, Jan 2012

*Ian Campbell is an 84 year Scot whose yacht Zealot was the fastest finisher in this year's Freshwater Classic. Helga is Ian's wife.*

## Vice Commodore's Report

It saddens me that our Twilight racing is coming to an end, and we were just getting our boat tuned up so we could start to win. The summer season has rushed through with so many club members participating. Thanks to Rick and our wonderful other volunteers out in Regatta 1 and Regatta 2, the ladies on the bridge. Thank you for your tremendous efforts throughout the season.

A special thank you to all sponsors and especially our three new sponsors - Ben Sanders from Sanders Wholesale, Ross Hutchens from Cheetah Concepts and Frank Kolozsi from Maughan Thiem Mount Barker. It is great to have you at the Club. We appreciate your generosity and we all look forward to a long and successful relationship.

With the arrival of the new RIB (Regatta 2), life should be more comfortable and effective for volunteers on the water: Julie, Gary, Bram, Brian S and Billy. I anticipate that everyone in the club agrees that getting the larger RIB has and will be beneficial not only for the comfort of dedicated volunteers but the additional safety that this gives all us using the waters in and around Goolwa and the Lower Lakes.

### Regatta 1 Replacement

Throughout the year from donations and raffles we have raised over \$10,500.00. We still need to raise some \$60,000 and still have a long way to go. The members of GRYC have shown their extraordinary good will. We have had a raffle for hams and fruit trays every week. All of this produce has been donated and, as far as I am aware, at no stage have these people been asked to donate; they just bring fruit trays along on a Friday night and ask if they can help by donating their goods. A very special thanks to the Blacker and O'Connell families for their generous contributions. This type of effort makes me proud to be a member of GRYC.

### Club Champion

Who is going to win this exalted position this year? Michael Veenstra the skipper of *Dolphin* is certainly making a huge effort by winning the last four races in a row in the Restricted 21 event as well as, of course, winning the highly competitive *Dash for Cash*. Or is the consistency of David Howard in his Farr 750 *Vintage Red* going to pay off? A few more weeks and we will all know.

It has been a great summer season. We look forward to the 2012 winter series to further hone our skills.

Brendan Murray, Vice Commodore

## Easter Yachting at Goolwa 10<sup>th</sup> April 1941

*The Advertiser* (Adelaide), 10th April 1941

The main yachting fixture during the Easter holidays will be the annual Easter Regatta arranged by the Goolwa Sailing Club at the lakeside port. Two races will be held on Good Friday and three races, including a consolation race, on Easter Sunday.

A large number of metropolitan yachtsmen usually make the trip to Goolwa, which is a popular outing, but on this occasion only a few of the metropolitan yachtsmen will compete against the strong local fleet which comprises 20 footers, sharpies, 14 footers and other classes. The lakes fishermen usually enter enthusiastically into the sport and the regatta usually contains events for motor, sailing and oar-propelled boats. Between 20 and 30 members of the Glenelg Sailing Club and the three Glenelg boats *Noon* (L Le-Cornu), *Amarina* (W Appleby), and *Flash II* (J.L. Parkyn) will go to Goolwa on this occasion.



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## Editorial

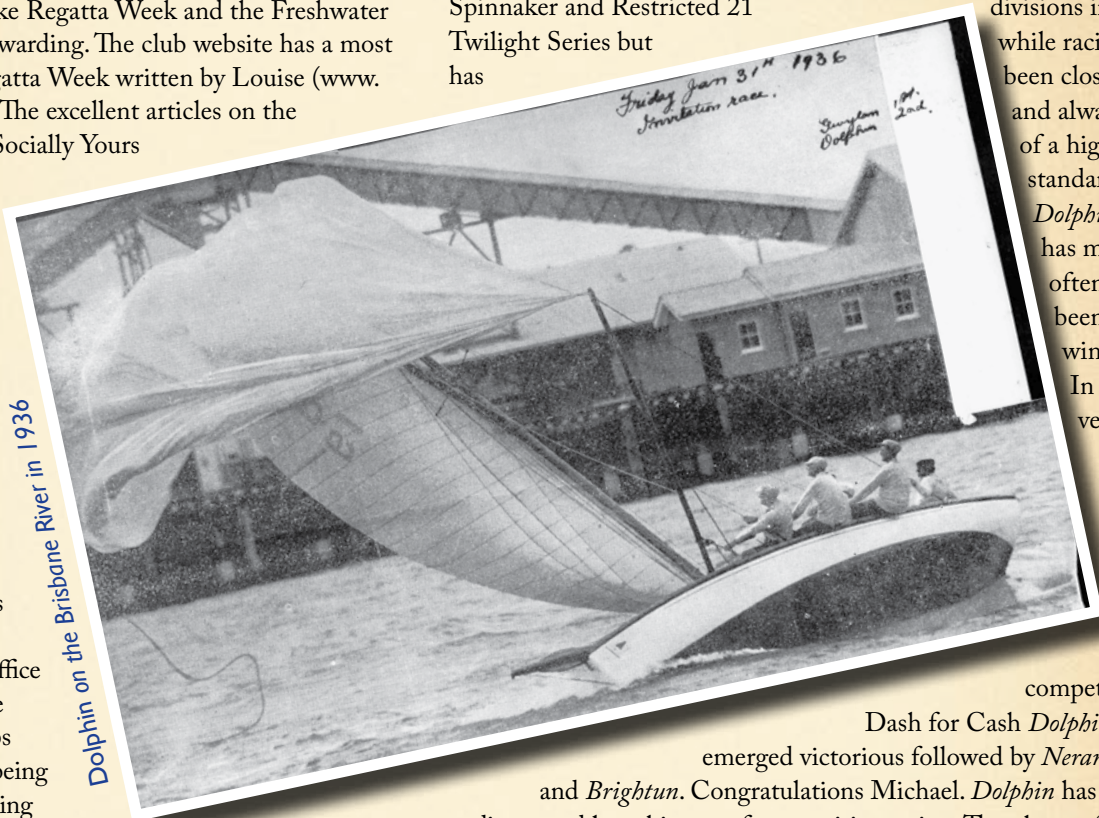
The highlight of this sailing season has been the successful January 2012 Regatta Week culminating with *The Marina Hindmarsh Island Freshwater Classic*. Congratulations and thanks to Locky, Murray, Don, Brendan, Lynn, Louise, Rick and many others who helped make Regatta Week and the Freshwater Classic so memorable and rewarding. The club website has a most comprehensive report of Regatta Week written by Louise ([www.goolwaregattaweek.com.au](http://www.goolwaregattaweek.com.au)). The excellent articles on the club web page complement Socially Yours and *Regatta*. In this edition of *Regatta* there is the excellent 'Summer Cruising 2012' by Simon Barrow; a 'photographic essay' of Milang, Goolwa and the Lower Lakes.

Don Richardson has been our Commodore for the period 2010-2012. Don, with much quiet but significant support from Christine, has worked tirelessly, and with his usual endless enthusiasm for GRYC. During his term of office the Commodore has been the public face of GRYC. He cops the flak and, as Don admits, being Commodore has been a learning curve. Don's commitment to GRYC is undoubted and his achievements during a demanding two years have been most significant. Thanks Don and Christine for being at the helm during this time. As Joshua Slocum would have said Don, "...you have passed these two years over a lumpy sea and with the fog lifting and your time at the helm over, you will be able to look at the sun just as it is touching the sea and going out of sight. So now for a moment at least you can relax". Thanks for job well done Don. Perhaps now you'll buy a trailer-sailer?

## Dolphin: Twilight Series and the Dash for Cash

Michael Veenstra and his crew aboard the Restricted 21 *Dolphin* have demonstrated that this is the yacht to beat. Michael has had some remarkable tussles with Randal on *Nerana* and Mike Schirmer on *Brightun*. There have been keen encounters in the Spinnaker and Restricted 21 Twilight Series but

divisions in the while racing been close and always of a high standard *Dolphin* has more often been the winner. In a very



Dolphin on the Brisbane River in 1936

competitive Dash for Cash *Dolphin* emerged victorious followed by *Nerana* and *Brightun*. Congratulations Michael. *Dolphin* has a pedigree and long history of competitive racing. The photo of *Dolphin* on the Brisbane River in 1936 demonstrates her longevity and prowess. Since Jock brought *Dolphin* to Goolwa in its original gaff rigged form, much has changed. But what has not changed is its winning ways especially with Michael now permanently at the helm.

## Sailability

The State Sailability Championship was held at GRYC on Saturday 3rd March and Sunday 4th March. Twenty five Sailability 303's and 10 single seat Liberty dinghies from GRYC, Adelaide SC, West Beach SC, Port Adelaide SC and Mildura SC participated. Some 25 volunteers from GRYC supported the event over the two days. Rick as Race Officer and Brendan in *Regatta 1* set the course and Bram with Brad Briggs as Sailability Referee were on the RIB and grand prix Billy Mateer was helmsman on the *Red Rubber Duck* and helped maintain safety in blustery conditions. Every competitor was presented with a Sailability medallion by the generous event sponsor John Kennett. Lyn Roberts's committed and brilliant organisation, Brian Southcott's pre planning with his 'Tuesday Boys', his grasp of Sailability issues and warm relations with other clubs, Trevor Kennewell's rigging skills and Robyn Jensen's checking and double checking that safety equipment was appropriate for each 303 contributed to the 2012 Sate Championships being a great success. Competitors and family members from other sailing clubs commented on the fact that GRYC's organization and hospitality is second to none!

Milang Jetty 1936





## Club Profile: Liz (Lizzie) Cooper

Club members have asked how and why I choose a person to profile. Usually it occurs because of a suggestion made by a club member. More often than not it is also because that person is making a significant contribution to GRYC activities and merits recognition and also because that person has wide interests and life experience which we would benefit from knowing. Liz Cooper fits all these categories.

The 'middle child' of a Victor Harbor family with two sisters and a brother, Liz grew up experiencing much enthusiasm for the Fleurieu coast and the Coorong. Dad (the late Ron McKenzie) had a shack down the Coorong and staying there as children they were "left to our own devices" so swimming, fishing and camping became second nature. Liz is singularly and always positive about life and people, and of course is known and much appreciated for her optimism, which she says was a consistent family experience. "Come what may Mum and Dad were always optimistic." There are no judgement behaviours in Liz who finds it easy to "make friends with anyone!" Her smiling response permeates. My observation is that in her quiet and effective way Lizzie Cooper is a great problem solver. When told this naturally she replied, "Ooh, I don't know about that." Liz talks with quiet admiration for people who, whatever has happened to them "make a go of their lives!"

## LIZ HAS QUIET ADMIRATION FOR PEOPLE WHO "MAKE A GO OF THEIR LIVES!"

"What I didn't learn when growing up," she says is, "how to sail"; but that soon changed after I met and married Randal." Early sailing experiences involved crewing with Randal on an Arrow catamaran, which they sailed at Barmera. Since those early Barmera sailing experiences Liz has crewed with Randal in State and National multihull championships at Boreen Point near Noosa. Occasionally she crews on *Nerana* and more recently in vintage races on their converted fishing boat *Beth* and when not crewing she is on the bridge.

Liz Cooper has a wide range of interests. She is a habitual reader and a keen member of the informal GRYC Book Club. But these interests she says developed well after she left VH high school which the talented Liz found uninspiring. Her reading interests are wide but Stephen King's novels are favourites as well as "horror stories" ... that no one else in the Book Club enjoys. Liz's interest in "all types of dancing," opened up a different line of conversation and a revelation of just how Lizzie Cooper has a keen understanding of events which build and knit friendships and communities. Naturally she enjoys dancing.

"It's always been like that," she says, "...all types of dancing; Saturday night at Mount Compass with Randal and friends has been great fun, dancing at the club when the opportunity occurs, dancing round a camp fire, watching children at her pre-school dance, ... As soon as they can walk they dance and it's a delight to see that. Their dancing always gets rid of tensions and they laugh and smile when they dance – their dancing can remove any hurt and anger, dancing helps them build confidence, – all children need an opportunity to dance! Then there's Aboriginal women dancing, they tell stories through their dancing, they are so sexy and full of rhythm." Lizzie sees dancing as rewarding and natural and gleans delight as well as insight from the experience. "I watched Aboriginal women dance in creek beds at Uluru each time I went with the boys on their Goolwa PS camping trips to Central Australia. Aboriginal women's sense of rhythm, their ability to communicate through dancing and their enjoyment is unforgettable."

Liz's interest in music is wide and clearly forms a basis for Levi and Dylan's musical interests and achievements. Recently Liz started piano lessons with Alison Doley and speaks about this with enthusiasm – I



*Liz and Randal Cooper*

should have done this a while ago, but at least I'm doing it now. It's fun. I'm having a great time and I enjoy practising. Alison says that Liz's enthusiasm is infectious.

Liz is currently the Assistant Director of the World of Learning Child Care Centre which caters for 80 children. While she loves the work and is keen to complete more professional training it's her commitment to the children and her understanding of their needs, as well insight into their different evolving personalities which makes Lizzie Cooper such an obvious leader. She is in great demand. Children respond to and learn from her example. I suspect that children, of whatever age, perceive Lizzie Cooper as a kind of fortress where they can always find shelter – shelter which is warm, kind, full of smiles and laughter and is priceless.

## CHILDREN PERCEIVE LIZZIE COOPER AS A KIND OF FORTRESS WHERE THEY CAN ALWAYS FIND SHELTER

Liz has had different employment before seven years ago moving to work in Child Care. She's had time in hospitality and tourist industry eventually running the restaurant at the Urimbirra Wildlife Park at Victor Harbor. She's a trained and expert picture framer and of course she's a mother for Harry, Dylan and Levi. She's been a Scout leader for the 'little Joey Scouts' and is a committed member of the GRYC Social Committee. Family holidays not least their regular camping trips with friends to Murbko Flat Lagoon are enduring and fun memories. On a recent camping trip to see the flooded Lake Eyre, Liz and Randal unrolled their swags on the ground alongside the truck not suspecting that they were trying to sleep in the midst of a mice plague. "The mice were over our faces in our hair and we soon retreated to the truck and listened to them trying to climb up the sides and join us." We laughed," she says, and we of course should not be surprised that as ever they derived much enjoyment from a night at a unique camp site. But then Liz says that she likes "crazy humour."

There are many forces in today's world that can divide us. But Lizzie Cooper knows instinctively how to bring people together, how to enjoy and dance with them. Her presence always involves interest in others and is a sure guarantee that strivings are recognised and that laughter flourishes. Liz would like to explore the US and if possible go trekking in Nepal. "... And also I'd like to have Joanna Lumley to dinner." I suspect also that Lizzie would like to show Joanna those Aboriginal women dancing – Lizzie Cooper provides shelter for others as well as motivating them to 'seize the day'.

*Editor*



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## Club Profile: Keith Teagle

*The Story of the **Bridge**, the **Boat** and the **Big Blue Bag***

**O**n a windy afternoon during this year's Flying Fifteen State Championship a red sailed blue mirror dinghy named *Garfield* was trying to leave the marina. A stiff southeasterly wind made upwind sailing difficult and near impossible with the centre board elevated. Buffeted and swept into jetties the helmsman persisted. "After 30 years of sailing I still can't get out of the marina," he said laughing at himself. Eventually Keith Teagle with son Alistair and niece Alexis on board sailed clear of the marina and then on a shy reach, tacked toward the barrage.

Invention, persistence, fine humour and a belief that he would eventually succeed characterizes Keith. Former GRYC General Committee member, Vice Commodore and then Commodore, the unheralded Keith Teagle has contributed most significantly to the development and success of GRYC. He has been a member of the club for 30 years.



Invention is allied to imagination and Keith has plenty of that. Educated at Seacombe High School and The University of Adelaide, Keith is a qualified architect with over 30 years of practise. After the Carless Marina was completed Keith, 'pressed into service' by Commodore Clive Arnold, helped negotiate with relevant authorities, the construction of the public jetty at Mrs Lushe's Point. Keith designed, documented and arranged

approvals for the new jetty with its wave attenuators, to help protect Members' berths on the southern side of the GRYC marina. This project was followed by the sealing of the car park which legend has it, was approved by the Committee while the Treasurer was taking a toilet break. Other Club projects which have been designed and documented by Keith include the screened paved area in front of the Club, and the Visitors' berths and associated boardwalk. Keith also designed and documented the additions at the rear of the Club which were constructed during Commodore Ian Fulton's time at the helm. Over the years, Keith has never charged the club a fee for his services nor accepted any benefit or payment for associated costs.

A further Keith Teagle contribution was to introduce the original *Go for Gold* race at GRYC (originally for fast sports boats). The idea came following his, Simon Thiele and Jack Kennett's participation in the Marley Point races. His objective was to encourage more interstate participants and thereby make the Milang-Goolwa event more attractive for sponsors. The initial prize was a one ounce gold ingot.

Keith was born in Kapunda. He said that a number of generations of Teagles had settled in and farmed that country since the 1850's. Keith's great-great grandfather, Thomas Teagle, a labourer from

Didmarten in Gloucestershire, travelled to SA with his children aboard the ship *Royal Charlie* arriving in South Australia in 1854. Keith's ancestors settled and began farming around Kapunda. His Dad eventually sold the family farm when Keith was 10 and bought a Hotel at Arthurton on York Peninsula. This was sold after a few years and the family moved to Jamestown in the Mid-north. Keith's farming ancestors must have been resilient; despite obvious hardship they could recoil and bounce back. They were survivors who had to be inventive, persist and laugh at any misfortune. And these are all Keith Teagle traits.

Keith sailed his first Milang to Goolwa race on a sailboard. Officially he was not allowed to enter but thought that in a couple of hours he would arrive at Goolwa. "I had no idea how long the race would take but told Sue that I'd be at GRYC by midday," he said.

## KEITH EXPECTED TO COMPLETE HIS FIRST MILANG -GOOLWA RACE ON A SAILBOARD IN TWO HOURS OR LESS!

After over two hours of buffeted sailing Keith hit bottom on the Point Sturt Spit and "went ashore for a rest and to eat the, by now mostly dissolved, boiled sweets I had cunningly stowed in my back pack." Refreshed, he battled-on reaching Clayton Channel as the sea breeze kicked in. "Down wind on those old sailboards, you had to lift out and carry the centre board so I had difficulty weaving and avoiding dozens of yachts that by then had reached Clayton. To add to my woes a particularly fierce wind gust tore the the webbing strap from the harness leaving me holding the rig unassisted". After over six hours of valiant struggle, an exhausted Keith went ashore at Laffin Point and walked the rest of the way to GRYC. He subsequently completed two more Milang-Goolwa races on a sailboard before buying a Cole 23 named *Reveille*. His next trailer-sailer was his and Sue's Duncanson 26 *Flight of Fancy* on which they cruised the Lakes and the Coorong extensively. With Sue at the helm and Keith 'pulling the strings', *Flight of Fancy* competed successfully in innumerable Club races and race series with a win in a Milang to Goolwa (Fast Racing) and a Dauntless Cup victory being memorable highlights.

Keith and Sue kept *Flight of Fancy* for 21 years and sold it in late 2011 to purchase (to some club members' amazement) their Blazer 31 *Delinquent*. And this is where the story of Keith's inventiveness, negotiating skills and persistence comes to the fore (see photos here and over).

At 15.5m above the water, *Delinquent's* mast is too tall to get





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under even the central arch of the Hindmarsh Island bridge. Not daunted Keith accurately measured the height and calculated the angle of tilt that *Delinquent's* mast would require in order to successfully negotiate the central arch. The next step involved devising a means of tilting the mast to the necessary angle to achieve clearance.

This is where Keith's negotiations with Randal and David Hearst come in. The weight required to tilt the mast was 300 kg. Randal made a stainless steel hoop frame for a canvas bag and David made the bag. Lowering the bag, attached to the spinnaker halyard, into the river until it was full was the first step. Step 2 was to make sure that the by now 300kg bag was at right angles to the mast – hence a role for the spinnaker pole. See what I mean about Keith's traits? The photos tell the story of *Delinquent's* first (with Keith, Sue and Alistair on board) 'sail' under the bridge for this year's Milang-Goolwa. That is the story of **the bridge the boat and the big blue bag** which will surely go down in GRYC lore.

There is much more to tell but not time or space enough to do that. Alistair says just look in Dad's shed at the dust sculptures the different boats, the old sail boards all symbolic of the ever smiling ("I always enjoy an good laugh") inventive, generous and committed Keith Teagle. We all wonder what his next venture will be.

Editor



Bram Portas sailing Marguerite to victory in the The Marina Hindmarsh Island Freshwater Classic Riverboat Division

## Summer Cruising 2012

This summer I was able to spend a few days here and there cruising and racing in the River Murray and Lakes Alexandrina and Albert. I have a Lexcen32 with a shoal draft keel drawing about 900mm, and I usually have either my son Tim or daughter Amelia as crew. The cruising grounds around Goolwa exceed 800km<sup>2</sup>.

This story begins with the Milang to Goolwa 'Freshwater Classic' a 50 km race across Lake Alexandrina and down the River Murray to Goolwa which hasn't been run since 2007. Everyone had been eagerly awaiting this day and hoping for plenty of wind and preferably not on the nose.

On the day before the race we had a terrific sail from Goolwa to Milang in company with others making their way to be ready for the Sunday race. For part of the way we paced *Marguerite* as she towed a RIB which was to be used as a water taxi for the boats moored in the reeds at Milang. (*Marguerite* went on to win her class)



The race day had a little bit of everything: a slow start with virtually drifting conditions across the Lake, then dead calm before the sea breeze kicked in. Conditions tested everyone's light air skills with whispered commands and boats silently tacking back and forth and changing

places on the long hike across the Lake. The only disturbance was the occasional European carp breaking the surface ... oh, and the Channel 7 chopper doing a surface level fly-by through the middle of the fleet!

We reached the turning buoy just as the wind dropped altogether and about 100m after the buoy my boat simply turned around and headed back the way it had come! I had no control whatsoever for a while until a breath of wind returned. Once around Pt Sturt and off the Lake it became a single file procession of colourful spinnakers and white sails until the sea breeze kicked in and then the last half was a drag race in fine conditions of over 15 knots.

After the Milang - Goolwa you would expect the boats to be packed away and trailered home or to sit quietly in their marina pens, but my son Tim had the week off so we stayed on the boat and had another few days of sailing (and motoring).

On the Monday, we immediately headed back out onto the Lake for a cruise to Wellington the lake to ourselves being a real contrast to the 200 boats the day before. It was hot with no wind and we were unable





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to hoist sail until we were virtually off the lake at Pt Pomanda. As it was, we set the auto pilot somewhere between Rat Island and Pt Sturt and it motored us in a straight line to within a few hundred metres of Pt Pomanda. After a few hours of admiring the scenery we were getting a little bored, so Tim climbed the mast and I went to the front of the boat to practice my 'Titanic' poses.

Once we had the sails up it was a case of dodge the fishing nets and gybing our way up to Wellington. At Wellington we dropped sail and motored into the jetty under the pub for a well earned drink where Tim had no sooner stepped off the boat with the mooring lines than all hell broke loose and he moored us in 25 knots and a torrential



downpour. This microburst lasted about 20 minutes, and we know it was a microburst as Tailem Bend up the river a bit didn't have a drop of rain.

The next morning was another still, fine day, so we didn't even bother with the sails but motored again.

Firstly we motored up stream and into the Wellington Marina to check out the anchorage there and to see if the jetty and little shop are as abandoned and deserted as the last time we visited (and yes they certainly looked that way). Then we continued downstream and back onto the Lake.

Tim then decided to attempt self rescue with a streamed warp off the back of the boat, and discovered that unless the warp was knotted every metre he couldn't pull himself back to the boat in much over about two knots.

We hadn't really decided where to go, but eventually decided that as we hadn't been to Meningie in the boat that we would attempt the Narrows at Narrung and cross Lake Albert. So we motored to Narrung then followed the channel markers along the winding channel for a couple of km through the Narrows until we entered Lake Albert. At the last red channel marker we finally had a southeasterly breeze and hoisted sail only to find bottom as we manoeuvred too close to the seaward side of the channel. This area is marked as shallow and we can now tell you it is only about 900mm and we advise all boats to stay close to the red marker! By now we had about 20 knots of wind and decided that we would cross this lake under a single reef. To say we had a fantastic sail with long tacks would be an understatement, but as the wind hit 30 knots we realised that we were not going to be able to spend the night at Meningie as it is totally unprotected. So we did a fly-by and then surfed downwind back across the lake hitting 7 knots on the little waves (not bad for a 5 tonne cruising boat with a crew of 2)!

We spent the night in complete safety tied up to the jetty at Narrung and then sailed back to Clayton the following day with another long tack free sail. The next morning was Australia Day and the Clayton Bay Boat Club put on a community breakfast which we attended and then also had a BBQ lunch with various family members and friends who drove down to Clayton for the day. After lunch with some juggling of drivers all the cars were driven to Goolwa and all the rest had a nice sail back to Goolwa.

Our next few days out occurred a couple of weeks later and coincided with the 'Clayton Regatta' race day. This event encompassed a race to Clayton, a BBQ lunch at the CBBC and another race back to

Goolwa. Well we finished last and last, but we were out in good winds with a bunch of other boats which is always a lot of fun. Then on the Sunday we sailed off from Goolwa about lunchtime (there was a club BBQ the night before, so no rush to set sail...) Again no particular destination in mind, so about the time we passed Rat Island



we decided that we would turn right when we got near the Lake instead of the usual left, and see if we could get down to the hand operated lock on the East end of Hindmarsh Island. We had another nice sail tacking down this large bit of water in about 6 to 8 feet and with a bit over 20 knots of wind.

As we approached the barrage and the hand operated lock we dropped the sails and motored on slowly with Tim sounding the way with the boat hook as

it is very shallow in this area. We were making way in about 4 feet of water and at the lock we turned tail for a bolt hole as it was now late afternoon and there was still plenty of wind, but without realising it we sailed off parallel to Hindmarsh Island when we had approached it diagonally and within a few hundred metres we ran hard aground. We tried all the usual things, genoa back out and winched in tight, motor at full revs, both of us leaning downwind, but we weren't going anywhere! So I sent Tim over the side to see where the water got deeper with both of us wondering where we would be spending the night.

After a while it was up to his waist, so that would be deep enough and I called him back and gave him the sand anchor and he trailed out 100m of rope and then came back to help winch the boat to deeper water. About now we had the brainwave of perhaps trying two sails up and with Tim winching and both sails pinned in drum tight we had the boat leaned well over and we were able to winch it around towards the anchor and lo and behold we sailed (bump, bump, bump) off the sand and into deeper water.

We thought we would use Deep Creek as our bolt hole but couldn't see the entrance with the late afternoon sun reflecting off the water so we sailed back to Clayton and nestled into Snug Cove for the night. Now, Tim is a chef and we had a nice bottle of red, and a 2 burner metho stove, so a little while later it was salmon and vegies with rice and a sauce of who knows what conjured out of whatever was in the bilges! You could not have asked for a nicer way to finish an exciting day, and when we woke up in the morning a magnificent view greeted us.



For all of you who are not local to these waters, there are comprehensive cruising notes on the Goolwa Regatta Yacht Club website, at [www.gryc.com.au/crusing/cruising-destinations](http://www.gryc.com.au/crusing/cruising-destinations) which will enable any boatie to enjoy these waters.

*Simon Barrow, February 2012.*



APRIL 2012

# REGATTA

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