

OCTOBER 2008

# REGATTA

THE OFFICIAL JOURNAL OF THE GOOWLA REGATTA YACHT CLUB

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## COMMODORE'S REPORT

**T**he 2008-09 sailing season is almost upon us and promises to be a most interesting and challenging one. The program is packed with activities including an additional twilight series due to the extension of day light saving.

Water levels have been the topic of most conversations. We have been involved in trying to achieve the best results for the club and Goolwa community. I would like to thank all members for their support of the club during these trying times. In an effort to make the most of the current situation we have undertaken additional dredging works within the marina. The southern end will be deepened and access to rows B and D improved. We are also extending and improving the boat ramp which will enable the launching and retrieving of boats to be possible. Hopefully this will encourage more participation in the sailing program. We will also be investigating the possibility of utilizing a portion of the car park as a temporary hard stand while water levels remain an issue. At the northern end of the marina we are attempting to improve access to rows A & C and deepen the area between Row C and the shore. While these works may not make all berths fully serviceable it will ensure that when water levels do return we will have a much improved marina facility.

It is my pleasure to welcome our new Manager David Hansen. David has

a background in hospitality and club management. I am certain he will be an asset to the club. Please call and meet David at your earliest opportunity.

Opening Day is a day we embrace with enthusiasm as we look forward with optimism to the challenges of the new season. This year Mayor Kym McHugh of the Alexandrina Council will officiate at our opening ceremony. Please make an effort to attend and show your support for what is a truly remarkable and historic club. This coming season will not disappoint you, with an exciting racing program and social calendar. It promises to be a busy and enjoyable year.

Finally I would like to thank the General Committee members, my fellow Flag Officers and the numerous volunteers that engage in maintenance and catering functions for their support. It is their support that provides such a sound basis for GRYC. I wish you all a successful and enjoyable season and look forward to seeing you around the club and on the water.

Keith Parkes  
Commodore



*Commodore Keith Parkes*

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## MESSAGE FROM THE VICE COMMODORE

**O**ur new club year has progressed so quickly it is time for a catch up to reinforce the amount of work and some change of direction that has gone into the club in the last few months.

GRYC can be described in many ways – staid, traditional, historic, established, unpredictable, optimistic, progressive, friendly – and this in turn describes some of the attributes of our members. People make up our club and make it into the proud club it is today.

I have been fortunate in the last months to organize and oversee the use of the clubhouse as a venue for functions booked by members. This has been positive for the club as it has brought together, in some cases, honored members from days gone by that have not had a chance to get together for a long time. It has brought them back to a place where they could revive their memories, talk of the times that they may have spent on the committee, and the challenges that they faced then. Most of all it brought them to a place that they had been part of and still felt the pride in a club that they had fought hard to see through difficult times. I felt honoured to be part of these people's lives for an evening.

Members are now asking to hold their special function in our clubhouse. The committee has agreed that this is a way to showcase our facility and help the club move forward. This is one of the positives that have come out of the low water levels. The club has to be inventive to enable it to flourish through these trying times. By using the club to ensure our financial security, we offer members another benefit to enable them to enjoy the club. Of course nothing will impinge on the club sailing programme. Our aim is to add this benefit when the club is not being used for members' club events.

Opening Day on 11<sup>th</sup> October will be a very important time for all members to join together and enjoy the club. To show support for the traditional ceremony in this staid, historic and established club, to talk with the Flag Officers and Committee Members about our progressive vision in unpredictable times, and join in with the friendly members for a day to be remembered.

Of course this is a yacht club and although my portfolio is House and Grounds, I am very involved with combining the social with the sailing. Our November weekend of 14<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup> will be just one of those times. The Friday heralds the

twilight racing and club bistro, Saturday, a members' club BBQ and a Sunday breakfast at the club followed by summer racing.

We have successfully run several 'Regatta Roasts' in the winter months, also combining a curry night in the mix. The catering crews that have enjoyed or stressed over these nights, need to be congratulated on their fine efforts in helping the club maintain its social status for members and friends to enjoy.

Our new Manager, David Hansen has our full support, has some great ideas and he also has an extra benefit to give to the club – he can cook. The catering crews are looking forward to working with him. Please make him welcome; I think he is going to be very busy this year.

Ultimately I am looking forward to a club year filled with new social events, functions that members, family and friends can enjoy, an enjoyable and challenging sailing programme, to test the ingenuity of many a sailor, against all adversity of a river tragedy. This yacht club is worthy of the wonderful members, past and present that make it what it is today, and with your help we will maintain this club in the tradition that it so richly deserves.

See you on 'land'.

Linda Mills  
Vice Commodore



*GRYC's new Manager, David Hansen*



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## EDITORIAL COMMENT

**T**he first issue of Regatta was published in November 1980 though club history began in 1854. As ever GRYC provides members with excellent facilities, great comradeship and detailed sailing and social plans. GRYC also provides much support for those of us who are keen but less competent sailors. Witness the ever available skilled advice about sailing from Randal Cooper, whether on the lower Murray or on Port Lincoln's Boston Bay. A fine example of club innovation is that of Trevor Kennewell and the Tuesday Maintenance group who have been constructing ladders to give us safe access to our boats.

GRYC's unique history has been identified by former Commodore Rob Carless, firstly in his comprehensive *The First 150 Years: A history of the Goolwa Regatta Yacht Club*, and secondly in his punchy, often no holds barred, (which he describes as a "quid pro quo approach") address about the club at a recent club BBQ on Saturday 30th August.

Examination of this history indicates that GRYC is a club which knows how to adapt when circumstances change but also how to shape circumstances. For example, Don Richardson our Rear Commodore sets out plans in this edition to increase the number of Race Officers to support the outstanding work undertaken by Principal Race Officer Rick Eylward.

Despite much debate, club members are not fooled by any expectation that in the near future there will be substantial rains to raise water levels to previous depths. A near six foot drop in water levels in the last two years has been devastating for GRYC and it is certainly difficult to know how to respond. Randal naturally reminds us that we can still sail effectively in the channel, while our Commodore Keith Parkes makes clear that vigilance in the narrow channel is the order of the day. Clearly GRYC has never been fatalistic; it is made of different mettle. From the Goolwa Needs Water Now! campaign there is already evidence of a striving to find solutions and identify the importance of

specific actions to save this once estuarine river and lakes from further depletion. Perhaps the temporary solution is to let the sea fill the lake to Laffin's Point so that water levels make local sailing genuinely viable?

Our aspirations to save, if not reshape this local environment and guarantee opportunities for sailing, for robust tourism and business in Goolwa and district, is no mere recent phase in the club's history. It is based on the club's cohesiveness, its sense of enduring commitment to be a leading sailing club for Goolwa and South Australia, and its capacity to read the signs that action as well as adjustment is required. Certainly GRYC is planning simultaneously for change, for adaptation but also for continuity. All are critically important and yet represent a very delicate operation for GRYC decision making and action in the year ahead.

Roger Rees  
Editor



*Above: Boat ramp in need of water and repair*

*Below: Moonscape of GRYC marina after south-westerly blow*





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## RACE OFFICERS

**A**s we enter a new sailing season, both cruising and racing members alike, face many challenges not the least of which will be the limited water that will be available to us during the coming months. But perhaps the greatest threat to our racing programme is not the river but our own club resources, in particular our ability to set courses and manage races. For many seasons now our Principal Race Officer and Club Secretary, Rick Eylward, together with a small number of volunteers have turned out in all weathers setting courses, manning the rescue boat and recording times up on the bridge. Do we take these services for granted? Why should we assume that by the time we roll-up for the briefing the buoys will be placed, a course set and race instructions printed off? This coming year my Sailing Committee have scheduled over 40 races yet our ability to race at all depends on the availability on just a few members and supporters. It is my opinion that it is both unfair and unrealistic to place such expectations on Rick, even though he is always so enthusiastic and willing.

If we are to be assured of fulfilling our racing programme for 2008/09 then we must give the PRO our support, and that means having a pool of Race Officers and Assistants to work alongside Rick, or in his absence, assume full duties. I invite club

**Over 40 races have  
been scheduled for the  
coming sailing season.**

members to volunteer to act as Race Officers and share these vital duties, probably on a rostered basis, with Rick. We will arrange appropriate training so no-one will be unprepared when they assume responsibility for a race.

The sting in the tail of course is that were we unable to manage this situation then the only option left to the Sailing Committee would be to schedule racing skippers and their crews to perform these duties on a rostered basis, as happens at many clubs already. Appropriate adjustments would be made to the racing results so no yacht would be unfairly disadvantaged.

Would those club members willing to undertake race duties, whether as Duty Race Officer, Rescue Crew or Bridge Officers please make your self known to me or enter your name on the listings on the Club Notice Board. I will ensure appropriate training is given and, with your input, come up with a schedule that will ensure we continue to stage keenly competitive racing at the GRYC throughout the coming season.

Don Richardson, Rear Commodore

### Maybe you would like to be involved?

The 2009 SA Wooden Boat & Music Festival is well into the planning stages and the Committee is looking for volunteers. If you are interested please contact Lyn Roberts on 85550815 for further details.





## CLUB PROFILES

How much do we know about the interests and achievements of club members? During my time as Editor of *Regatta* I propose to interview and write profiles of particular club members so that we can appreciate and know more about them. Plenty of revelations here! The first two profiles are of Randal Cooper and Malcolm Doley. Do most club members know that Malcolm was once National President of the 420 Association or that Randal trialed for Olympic selection when sailing a Tornado catamaran?

### Randal Cooper

When one thinks about what creates cohesiveness and belonging to a club then characteristics of; unusual talent for the chosen activity, leading by example, generous and action oriented behaviour, and optimism permeating club planning and activities come to mind. Randal Cooper has all this. Randal has been on his own admission sailing since he was five or six. He says, "I was so fortunate to learn to race as a kid". The notion of "being fortunate" permeates any conversation with Randal. "Any day I am sailing a boat is a good day, it's heaps better than painting the house, Liz understands that!" Randal and I had this conversation in his office (with Storm the ever present watchdog listening in), after Randal had completed construction of four shining masts ready for collection that afternoon. While putting the finishing touches on the gleaming masts he commented, "Learning to have a good start to windward is essential in any race, read the wind, and concentrate on your boat." It's as if starting and racing effectively are considered by Randal every moment of the day.

**"Learning to have a good start to windward in any race is essential."**

Furthermore, Randal's generosity in anything that he does is well known. You feel when talking to him that he has an underlying sense of mission for sailing, for GRYC and of course for his family. Sailing and the qualities required to be an effective sailor is central in his life. Randal has been editor of *Regatta*, and a long time former chairman and member of GRYC sailing Committee. He is, as an old drinking and sailing friend of Randal's has said "A most generous and fair minded person. He copes easily with diverse temperaments, as well as ... some very rum characters". In the history of sailing in GRYC Randal will surely have at least one

chapter himself. The rest of us will remain as footnotes. You would be wise to listen to his pronouncements about sailing, though they are rarely proclaimed by Randal but given as friendly advice, almost as an aside. "You pinch too much; watch your own speed not the other yachts." He gains delight from seeing other people improve their sailing following his intervention.

**"You pinch too much: watch your own speed and not the other yachts."**

Since he was a teenager he's given advice and help to other yachtsmen, that's just his nature. It is his passion about sailing which commends Randal. He started sailing in a Heron, crewed on an Yvonne multihull, trialed for the Olympics on a Tornado 20ft Catamaran. "The fellow chosen for the Australian Tornado team in the 88 Seoul Olympics had \$125,000 sponsorship, at the time we had \$12-50, enough for a shackle!" But his multiple sailing achievements still remain. Randal has been 18ft Stingray catamaran National champion, (along with Mike Schirmer of Brightun fame). Club members know that when Randal is sailing his concentration never wavers; he thinks ahead, knows every move and is imperturbable. The winner's list at GRYC indicates Randal's many GRYC victories. Those who sailed at Port Lincoln know of Randal and Nerana's success in those regattas against experienced offshore sailors. In all this he is totally unselfconscious, absorbed with the task at hand.. Now he's the ideas man and the driving force behind the Goolwa Needs Water Now! campaign. "You know," he said, "I'm just so fortunate to be able to sail, meet and share my sailing and life with so many remarkable people." See what I mean by the example of Randal's generosity of spirit, much needed at this time!

◀ facing page:  
Randal racing a Stingray cat at Victor Harbor - 25 knots

**Goolwa's Necessary Sea?  
With members masts and sails and flags  
With anchors never known to drag  
The welcoming and encroaching sea  
Looks most navigable to me.**



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## Malcolm Doley

**M**alcolm has been a member of GRYC since 1976 and in many senses his multidimensional contribution is a distinct part of recent club history. During the last 10 years Malcolm has been both Secretary and Treasurer and Committee member of GRYC, a club whose history and viable future guides his commitment. Malcolm has been the handicapper and results administrator for the Milang to Goolwa Freshwater Classic from 2001.

Currently he is a member of the sailing committee and the club's handicapper. His commitment is shaped by continuous participation in sailing for 40 years. In 1988 Malcolm shared the helm of the square rigger *Amorina* sailing from Portland to Pt Adelaide for the centenary celebrations.

Malcolm and his family have owned in one form or another "many, many boats ... including a few inflatables". He was an early member of the Farr and Noelex Associations. In his time Malcolm has built a Hartley 14 runabout, a mosquito catamaran, owned a Farr 6 named Penny Farthing, owned and raced two Noelex 25 s, but regards his Farr 740 Sport Moulin Rouge, as his most rewarding racing yacht. Lately he's been refurbishing the NZ designed *Hammer* (previously owned by Randal) at Pelican Marine Repairs which Malcolm purchased in 1994.

Now with son Phil, Leigh Muller and grandson Ben as crew we can expect more *Hammer* victories. *Nerana*, *Millsonia*, *Dolphin* and *Baku* watch out!

Malcolm started his recreational and competitive sailing in 420 dinghies. His daughter Fiona "had her own 420 named Bubbles" and Phil and Ben will sail a 420 in Victor Harbor races this coming summer.

In the 1980s Malcolm was President of the SA 420 Association and in the mid 1980s was National President. Sailing with his eldest son Andrew he competed in 420 national championships and when the World 420

## Malcolm's commitment to GRYC is shaped by his continuous participation in sailing for over 40 years

championships were held off Brighton in 1982 Malcolm was the appointed international measurer. Malcolm has been awarded life membership of the Australian 420 Association.

Alongside sailing has been Malcolm's long involvement and achievement in cricket. Prior to taking up sailing Malcolm was a cricket enthusiast. He played for around 20 years for the Prince Alfred's Old Scholars Cricket Club and for most of that time was a member of the Adelaide Turf Cricket Association, chairman of the permit committee and in later years Vice Chairman.

In 2000 Malcolm received from the Prime Minister the Commonwealth Centenary Australian Sporting Achievement Medal for his outstanding contribution to Australian amateur sport. Malcolm and Alison sang at the 2006 and 2007 GRYC Christmas dinners. This is indicative of a lifetime's interest and achievement in music and singing. Discussion with club members indicates that few have given as much, so selflessly and consistently to GRYC as Malcolm Doley. His grasp of issues, his friendship, quiet humour and commitment represent a sure guiding hand as this sailing club navigates its way through difficult times. Thanks Malcolm.

## In 2000 Malcolm received from the Prime Minister the Commonwealth Centenary Australian Sporting Achievement Medal for his outstanding contribution to Australian amateur sport.

*The ship's chandler to the Captain is; faithful like a friend and attentive like a son, with patience of Job, the unselfish devotion of a woman, and the jollity of a boon companion.*

**Joseph Conrad in "Lord Jim"**



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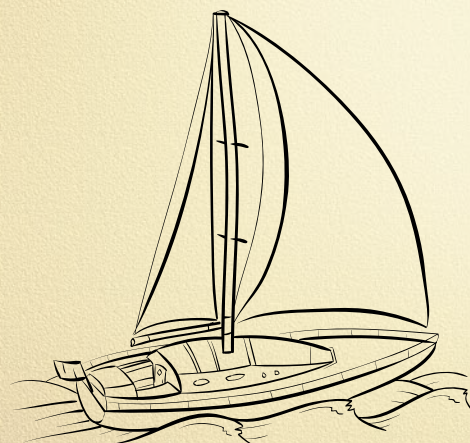
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## SAILABILITY

**S**ailability, a world wide organization, started in Britain in the 1980s, and then came to Australia in 1991 and South Australia in 1994. In 1998, members of the Goolwa Regatta Yacht Club started the Goolwa Sailability and now it is one of four South Australian Clubs. As Sailability started 10 years ago and we will celebrate its birthday at our November meeting. As there can be no boating on the day the start time will be 11 a.m.

Whilst on the subject of birthdays we celebrated our Yvonne Schramm's 80th at our September meeting. Yvonne joined Sailability in 2002 where she is very active. She has competed in many if not all of the main regattas since joining Sailability. She competed at Pt Lincoln gaining a first place, and has twice competed at Pt Adelaide. She came 4th in the 2007 state regatta held at GRYC. She then went on to a 7th in the 2008 State championships in Feb. at PASC.

Yvonne then went to Canberra for the 2008 Aust & International Access Class Championships, where with fellow sailor Deirdre Schahinger they achieved an overall 14th place with a 3rd place being their best result.



With our lack of water both Port Adelaide Sailing and Adelaide Sailing have offered their facilities on their sailing days. We need a new ramp and pontoon and dredging to be able to sail again. We are currently applying for an "IRIS" grant to pay for the afore-mentioned works. Until this can happen social days will be on the agenda and we will also take up the other clubs' offers.

At our July meeting this year, we had our usual lunch then members enjoyed a tour of the river in a Kiwani bus driven by volunteer Chris Gloyne. After modifying the bus back door, we were able to get Paul Sweetman into the bus and the tour set off to Milang, where the sad state of the river was observed, then on to the Clayton Sailing Club where afternoon tea

was supplied by our crew of Lyn, Robbo and Trevor. Chris then concluded the tour with a trip around Hindmarsh Island.

On August 27th the Burnside Symphony Orchestra put on a concert at Prince Alfred College raising funds for Sailability. The highlight of the night was a performance by the soloist fourteen year old Albert Wu playing Saint-Saens, Camille - piano Concerto No 2 in G Minor, Op 22. The night was highly successful and many thanks to the Sailability volunteers who helped on the night.

Brian Southcott

## Tuesday Maintenance Group: Marina Ladders

Dear GRYC Member,

For some months now Trevor Kennewell with the help of the Tuesday Club Maintenance group has been developing and installing access ladders on the Club Marina. These ladders have been manufactured from second-hand timber recovered from past marina maintenance.

Six ladders have been installed on the outer marina general area, for use by all Members. A number of ladders have also been installed, at members' request on individual berths. These ladders have been installed with the understanding that a donation would be made to the GRYC Sailability equal to the nominal estimated value of each ladder.

The value of each ladder will vary due to:- Development of design, The timber available, the construction of the individual berth, the type of boat moored in that berth and the time taken to make and install the ladder.

The time taken for each ladder has varied from 4 to 6 hours off site work with another 1-1.5 hrs for 2-3 volunteers for installation i.e. 7-9 hrs per ladder.

With a nominal rate of \$10 per hour, we would suggest that a donation of Between \$70 - \$90 to Sailability would be appropriate.

Ladders have been installed on the following berths:-  
B1, B4, B7, B10, B15 & B16.

Trevor Kennewell  
GRYC Tuesday Maintenance group



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