

The SKEG

GRANGE SAILING CLUB NEWSLETTER

December 2008, XMAS Issue



To/

Sender: PO Box 37
Henley Beach
SA 5022



Editorial



If you're walking down the right path
and you're willing to keep walking,
eventually you'll make progress.

[Barack Obama](#)

Volunteer : is someone who works [for a community](#) or for the benefit of [environment](#) primarily because they choose to do so. The word comes from Latin, and can be translated as "will" (as in doing something out of ones own free will). Many serve through a non-

profit organization – sometimes referred to as formal volunteering, but a significant number also serve less formally, either individually or as part of a group.

We are lucky at Grange with so many volunteers that give their time, resources and silently. Some life members are paying their yearly sailing fee when they don't have to. Members of the Adelaide Outriggers Canoe Club are also assisting. Thanks to everyone! The club would have difficulty functioning without all these folks. We are all custodians of arguably the best sailing club on the coast!

All the best for XMAS and the Holiday Season.

Sailing recommences on the 17th of Jan 2009.

Yours in sailing, Rod.

Any feedback, articles, jokes and interest stories are welcomed.

Send to grangesc@melecom.com.au

The Editor, PO Box 37, Henley Beach, 5022.



The Prez Sez...

Opening Day 2008:

Jim Fitzpatrick, Councilor, Henley Ward, invited all members to approach him on any concerns they have. They will be welcomed and any assistance possible rendered.

Pamela Balfour, Rosaline Cronin, Marie Mitchell, Beverley Carter and Jan Pointer organised an excellent lunch. Thank you from all members.

Good mix of boats on the water. The usuals (thanks for the club paint donation Barry Cronin), Catamarans, Lasers, Tasar, Herons and even two of our Holdfast Trainers with our youngest members Louie Robinson and Isaac Crowley helming. Tim O'Shea christened his Tasar "Ricochet" in Grange waters with his father Barry crewing. We are getting enquiries from other Tasar owners wanting join Grange, very welcomed.

Junior Training Programme:

Thank you Mike Agar, Patrick Agar, John Robinson and Andrew Powell for working on this programme. And making it a lot of fun.

Heron Association:

Thank you to Ralph Williams and Karen McIlvena our SA Heron Association representatives for organising the Association's promotion Heron "Just Drifting" for promotion work at Grange. "Just Drifting" has competed in a number of races including new member involvement already. Also thank you to Peter Strangway, his voluntary and comprehensive hull repairs the completed on our previous SA Heron Association promotional Heron "Second Chance" saw this Heron being returned after a year's work at Grange in far better condition than we received it.

Clubrooms:

Thanks to the Cricketers for lifting and placing the heavy "Charlie Kiroff" sign in place at the entrance to the club, here's looking at you Charlie!



Santa:

Father XMAS called in at Grange Sailing Club and handed out many XMAS presents. His helpers were Beverley Carter, Val Hornby and Mark Thomson.



Santa with Heidi Kitching



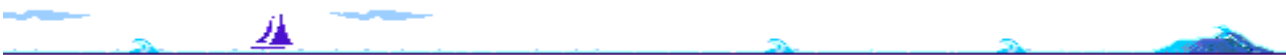
Marie Mitchell



and Barry O'Shea.

Merry XMAS & a Happy New Year

Ian Glasson
PRESIDENT, Grange Sailing Club



Goolwa Back in Business – Goolwa Lock OPEN once again!

On Thursday afternoon Goolwa heard news it's been waiting to hear for months, 'Lockages at Goolwa Barrage have recommenced and will continue until further notice'.

The announcement made on Thursday by the Department of Water, Land and Biodiversity Conservation (DWLBC) was a breath of fresh air for many boaties and business owners who have been publicly supporting the move.

"This is great news for the local community" said John Clark President of the Southern Alexandrina Business Association.

"This will bring a significant boost to the Tourism in the area over the Christmas/New Year break as people have again got access to a safe boating destination, perfect for; skiing, sailing and brilliant for fishing."

As the news has spread over the last couple of days locals have eagerly jumped aboard their Marina bound boats to head out through the lock to the Coorong.

Jock Veenstra, proprietor of Goolwa Cruises was amongst those who took his boat through the lock on Sunday after hearing the news. "Last time I took a boat through was in October 2007" he said.

"I will now be able to run Goolwa Wharf to Murray Mouth Cruisers over Christmas."

Andrew Chapman who joined with Jock John and Randal to take advantage of the lock opening by cruising down into the Coorong said just how important the lock opening is to the Tourism and boating industries of Goolwa. Andrew said "It's up to us now to communicate to all of our regular Goolwa boaties that access to the Coorong through the Goolwa lock is now a reality. We look forward to seeing familiar faces visiting Goolwa again to spend time in South Australia's iconic Coorong".

Randal Cooper proprietor of Goolwa Masts and Welding who has become a somewhat iconic symbol during the battle said yesterday that "Its taken 3 years to achieve what the Greeks used to do 2000 years ago by using pumps to shift the salt water back into the Coorong during each lockage". Glad with the news of the opening and the prospects it brings to the Goolwa community he said "It's such a simple solution that can hopefully bring back life to Goolwa giving tourists and boaties alike access to paradise".

The Goolwa Lock is open from 8am – 11.30am and again from 1pm – 4.30pm each day excluding Christmas day. Boat operators should contact the Lock Attendant on 0408 813 729 to check availability.



Heidi and Daniel's Wedding – 25th of October 2008

Congratulations Heidi and Daniel on your wedding at the Baptist Church on Beach Street. A good Happy service was conducted by the Minister Frank Ahlin.

Heidi and Daniel accompanied by their Wedding Guests walked from the Church to the beach where they boarded “Sharob”. Heidi has skippered this game little wooden classic in a number of club races and is a credit to her helming abilities. “Sharob” was led into the wash by Pamela, Marie and Rod and only when they were sure conditions were right would they let “Sharob” free to run her course to the Grange Sailing Club completely disregarding the fact they both ended up nearly waist deep in water in their wedding clothes. Thank you from Heidi and Daniel.

After a brisk passage Heidi and Daniel made it ashore dry with the group of wedding guests joining them with cheers at the Club's foreshore. *There was a great cheer on the beach when “Sharob” was launched and amusingly many simultaneous “Ohs” and “Ahs” as Ian sailed in heavy seas and a stiff northerly, Ed.*

The reception was a lot of fun with good speeches from both families. Thanks to Sandra, Dennis and Darcy who assisted by preparing the Wedding Reception at the club. I was glad to hear that all their guests including overseas and interstate guests were enjoying their travels and were happy to be attending Heidi & Daniels Wedding.

Ian Glasson



Heidi looked radiant in a beautiful traditional white wedding dress which thankfully survived the sail to the club.
Shirley Glasson







January 25th, 2009
Trailer Sailors, Keel Boats & Catamarans

Join in the fun!

PO Box 48

Robe SA 5276

Email: mmudge53@bigpond.com

Phone: Jim 0428 815 863

Ali 0439 321 167

Fax: (08) 8379 6195

A 4-6 hour race around Guichen Bay.

All welcome to join our local Saturday race.

Marina Fee's apply - PLEASE CONTACT THE ROBE HARBOUR MASTER - Chris Slattery for mooring arrangements. Enquiries and bookings, chris@robe.sa.gov.au / 0429 799 614

Join our 'Sailors Shin Dig' at the Club House on Sunday night (BBQ dinner) - BYO Alcohol

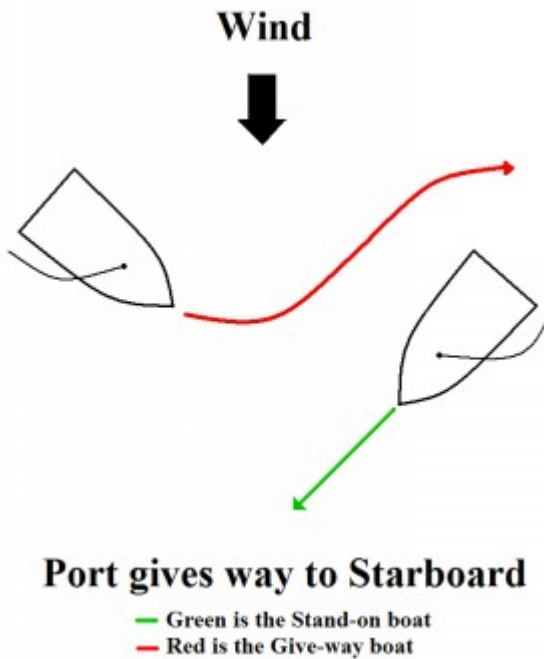
PLEASE RSVP BY JANUARY 11th.

\$10 per person - payable at the door

Race entrance fee - \$30 per boat.



Lookout!

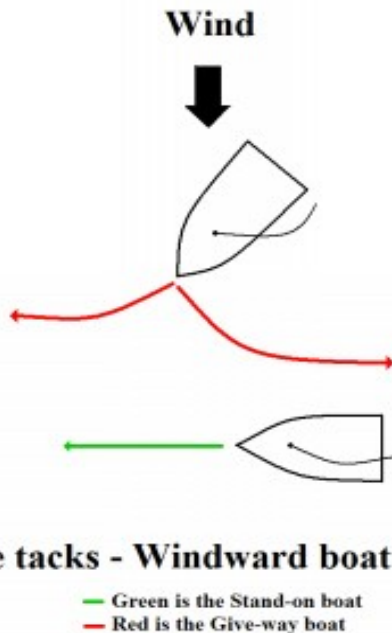


What tack is the other sailboat on and what tack are you on?

If you and the other boat are sailboats (under sail), this is the first factor you must determine.

The Colreg rule is that the sailboat on a Port Tack must give-way to the sailboat on the Starboard Tack.

If you and the other sailboat are on different tacks then it soon becomes obvious who Stands-on and who Gives-way (port gives-way to starboard). The rule of upwind gives-way to downwind has been overridden by the rule of port gives-way to starboard - which boat is upwind and which boat is downwind becomes irrelevant.



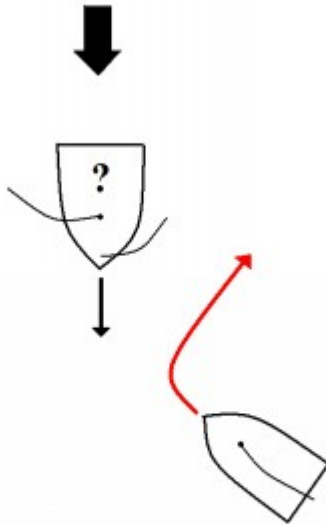
If you are on the same tack as the other sailboat, which boat is windward?

The Colreg rule is that the sailboat closest to the wind (upwind sailboat) must give-way to the leeward (downwind) sailboat.

As a cautionary note, the windward sailboat's downwind vision is likely impaired by it's sails. Even though you may be the downwind sailboat (stand-on), never assume that the windward boat can see you.

Remember, this Colreg rule only applies if boats are on the same tack. If boats are on opposite tacks then the 'port gives-way to starboard' Colreg overrides this rule.

Wind



Uncertain Tack - must give-way

- Uncertain Tack - Stand-on/Give-way ?
- Red is the Give-way boat

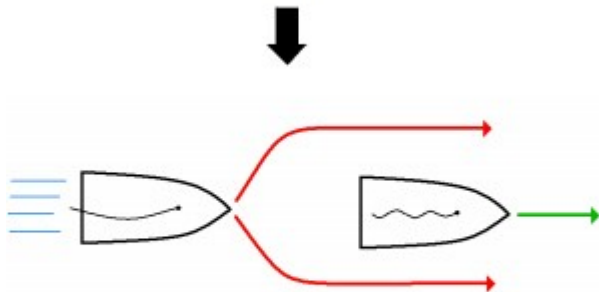
In some situations it is difficult to tell which tack the windward boat is on either because of distance, reflection off the water or just general all around poor visibility. In such situations the Colregs specify that if you are unable to determine a boats tack then you are to assume that you are the give-way boat.

It is better to have two boats trying to avoid each other rather than guessing which is the stand-on or give-way as they eventually collide.

In this situation there really is no stand-on boat. The boat windward may be on a port tack and is therefore giving-way to the leeward boat (although the leeward boat does not know this).



Wind



Passing

- Green is the Stand-on boat
- Red is the Give-way boat

When wanting to pass a slower boat headed in the same direction you have the option of passing the boat on either your port or starboard side.

Colregs require the exercise caution when passing. It is important that no oncoming boats, water depth or width of channel will impede your ability to pass. You must pass at a safe distance from the boat being passed.

The boat being passed is the stand-on vessel and therefore must not alter it's course or speed.

Always indicate your intention to pass and the side you intend to pass on.







The Bowline makes a reasonably secure loop in the end of a piece of rope. It has many uses, e.g., to fasten a mooring line to a ring or a post. Under load, it does not slip or bind. With no load it can be untied easily. Its principle shortcoming is that it cannot be tied, or untied, when there is a load on the standing end. It should therefore be avoided when, for example, a mooring line may have to be released under load. Two bowlines can be linked together to join two ropes.

One Handed: The bowline can be tied with [one hand](#) - useful if injured, essential if you are using the other hand to hold on to the line or the boat!

Presentation Night 2008 (continued page 15)



From the left back row: Ralph Williams, Ray Hentzschel, Ian Glasson, Trev Sweetman, Mike Agar, Tim O'Shea, Chris Carroll, Anthony Bates, Barry O'Shea, Rod Mitchell, Karen McIvena, Bev Carter, Marie Mitchell.



Grange Sailing Club Clothing Ware now available

1. **Sportsware Polo Shirt.**

Colour: Navy blue with white shoulder stripe.

Embroidery: Club logo/pennant with Grange Sailing Club, Adelaide, South Australia.
Comes in Men's and Women's sizes.

Price: \$45

2. **Navy blue cap** with white trim on peak and adjustable strap. (100% cotton - one size fits all).

Embroidery: Club logo/pennant with Grange Sailing Club, Adelaide, South Australia.

Price: \$20

3. **Navy blue Visor** with white trim on peak. (100% cotton-one size fits all)

Embroidery: Pennant with Grange Sailing Club.

Price: \$18

4. **Navy blue Bucket Hat** (100% cotton)

Embroidery: Club logo/pennant with Grange Sailing Club, Adelaide, South Australia.
Sizes: S/M M/L L/XL

Price: \$20

Orders and Payment can be placed with Tim O'Shea on Saturdays at the Club during the Summer Sailing Season. Proceeds go to club facility improvements. Items are of high quality.

Best Wishes for 2009.

Tim O'Shea (m. 0406 086 841)



Presentation Night 2008 (from page 13)

Hérons club champions - Rod and Marie Mitchell

Laser division - Trevor Sweetman ' Sweetie Pie'?

Division 1 Club champion - Tony Bates and Chris Carol (Hobie 18 catamaran)

Division 2 Club champion - Barry and Tim O'Shea (Gwen 12 'Breakaway')

Charlie Kirroff Cup winner - Barry Cronin Sharpie - 'Purple People Eater'



Tim and Barry O'Shea



Barry Cronin



Anthony Bates

Chris Carroll





Tasar State Titles – Port Pirie 6th and 7th December

The State Titles for the Tasars are held over 2 weekends through the sailing season, 4 heats at Port Pirie the weekend of the 6th and 7th of December and a weekend early in February 2009 at Victor Harbour.

Unfortunately Tim, who was originally to be skipper, had to take a group of students to Melbourne for a week to compete in an inter-schools competition, so I was forced into taking on the skippering role myself but was lucky enough to enlist the services of Craig Colwell, a well known stalwart of the Gwen 12's and Grange Sailing Club to crew for me.

The Saturday started with an early 3 hour drive up from Adelaide with grey skies and a shower or two. Arriving at Pirie the first problem was 'road closed' and 'detour' signs everywhere as it was the weekend of the Port Pirie Pageant. Finding the Hotel International was quite easy however and basic but comfortable accommodation was obtained.

19 boats nominated for the Port Pirie weekend but only 16 fronted up. The Club was very friendly and welcoming particularly as the Tasars now have 5 or 6 boats sailing there.

Weather was a pleasant 3 to 10 knots southerly with some gusts and direction changes but pretty good for river sailing. The first race at 2 o'clock was a short lap-loop-lap around a small course in the ship turning basin, followed by a second long race which consisted of a lap of the first course followed by a 'spaghetti' race that was quite complicated and made me grateful we were not leading. Basically it was port hand around buoys 1, 2, starboard hand round the start buoy, then port hand again round buoys 3, 4, 5, 4, 5, 6 and then finish. We managed 8th and 10th in these 2 races. Sailing back to the launching spot we had the excitement of avoiding a tug boat and an ocean going freighter in the narrow river.

Saturday night was a nice dinner at the Royal Port Pirie Yacht with lots of free wine supplied by the Tasar Association and friendly conversation. Some slept at the club and got to bed around 3 o'clock. Plenty of the locals lairising and driving hot cars around Pirie until the early hours of the morning. The bed at the pub did not seem to be worthy of a true 'Hotel International'. (Come to think of it neither did the looks of it!).

Sundays first race was at 10 o'clock. Weather again was a pleasant 2 to 10 knots southerly with some gusts and direction. Both races were the same short lap-loop-lap around a small course in the ship turning basin, and luckily the incoming ship scheduled for 10 o'clock did not materialise and we were able to get the 2 races over by about 12 o'clock all derigged and ready for the showers.

We managed 6th and 8th in these 2 races. The club presented all visiting sailors from Adelaide with a \$40 fuel voucher token and really looked after us very well even providing us with safe storage for our boats overnight Saturday night as it was too risky to leave our boats at the Sailing Club or in the Hotel carpark.

A great fun weekend and a fantastic learning experience for Craig and myself.

Barry O'Shea

Grange S.C.





Trevor Sweetman Donald Morris Mark Thomson Garry Pointer Kevin Angove Stewart Kent



Race Record in Play - Rolex Sydney Hobart



Wild Oats XI power reaching in Bass Strait - Rolex Sydney Hobart Race © Rolex/Carlo Borlenghi

The focus turns to the weather, four days out from the 64th annual Rolex Sydney Hobart.

Renowned weatherman Roger Clouds Badham says the speed of the race depends on the first six hours and then the conditions on Saturday night.

If the winds swing quickly to the north east on Boxing Day and strengthen then Bob Oatley's Wild Oats XI could reach Tasman Light as early as 7pm on Saturday night, just 30 hours into the race,

If this happens then the 30 metre giant could blast past the Iron Pot and up the Derwent before the wind clocks off for the night.

Should that happen then the current race record she set in 2005 of 1 day 18 hours 40 minutes 10 seconds, could be lopped by as much as six or seven hours.

Yesterday's routing data would suggest that the next batch of boats Skandia, Andrew Short Marine Shockwave, Ichi Ban will suffer overnight in the night time shutdown, but the TP52's Quest, Ragamuffin, Wot Now and Cougar II could benefit from a morning arrival on Storm Bay, and Quantum Racing, Yendys will be similarly well placed.

By our next newsletter on Christmas Eve, the differences in the three weather models currently of course there are a few variables to come into play... like winds, currents, tides, sunfish, sails, rigging, masts and sailors...

Rob Kothe & the Sail-World Team recently being interpreted should be much less.

