

## VOLUNTEERS.

Volunteers are always needed to assist with Sailability.

When Sailability started at Birkenhead in 1998, we had plenty of volunteers, but at that time we had a lot less fewer dinghies. Some of the volunteers who assist now are the same Members who are doing it now.

Later we were called the Grey Army, but now we have even lost the Grey hair, and some of us are slowing down.

We have an influx of new Members in the last 5 years since we have been at Snowdons Beach, but very few are coming forward to help.

The new Members should be aware that the equipment that they use to lift out their mast, or slip their boat, was purchased as a result of grants for Sailability. They should also be aware that we do not have a maintenance berth beneath the crane, it is the Sailability pontoon. Besides, the Lease and Club rules forbid work being carried out on the water.

Joe Mumford OSPREY.

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**This notice is intended for distribution for all yachts that sail in Port Adelaide Sailing Club organised events.**

### Safety and Shipping.

This is to put on notice any sailing vessel from Port Adelaide Sailing Club that crosses the path of **any** commercial ship at a distance closer than 500 metres during a club event shall be:

Disqualified from the race

Referred to the full committee for disciplinary action.

Which may also include suspension from future races and or club events

The Race officers decision on this shall be final

If in doubt – go about !

Commercial Ships include (but are not limited to), Tankers,  
Cargo vessels, Tugs, vessels such as Dolphin Explorer,  
Port River Princess.

There have been some recent incidents that have required this notice to be sent to all members.

**To be taken as a guide only** – the distance across the river from the Girl Guides to the start/finish mark is approximately 260 Metres. ( that is half the distance you should be away from a commercial vessel)

Thank you.

# *River Ramblings*

July /August 2013



Sailability Westwinds in their first outing in the Winter Series

The Newsletter of: **Port Adelaide Sailing Club Inc.**

## PASC Committee 2012-2013

### July 2013

Tues 2 General Meeting	1930
Sun 7 R Fisher Cup- Winter series	1300
Sat 13 Commodores Dinner	TBA
Tue 1 Committee Meeting	1930
Sat 20 Tea and Scones Trophy	1300 River

### August 2013

Sat 3 Port Line Cup Regatta	
Ice Breaker Series T	TBA River
Sun 4 Port Line Cup Regatta	
Port Line Cup	TBA River
<b>Tues 6 General Meeting and A.G.M.</b>	<b>1930</b>
Sat 10 Port Line Cup Presentation Night	TBA
Tues 20 Committee Meeting	1930
Fri 31 Skippers Meeting	1930

#### Office Bearers, etc.

Commodore	Martin Oates	0419 823 487
Vice Commodore	Allan Beswick	0411 427 184
Rear Commodore	Bob Smedley	0407 619 178
Hon Secretary	Liz Knolder	0414 509 905
Hon Treasurer	Ian McDonald	0415 227 008
<b>Committee</b>		
	Ken Allen	0422 029 844
	Doug Gladman	0439 002 044
	Craig Henderson	0431 420 509

#### List of Duties

Cruising Officer	Craig Henderson	0431 420 509
House Officer	Craig Henderson	0431 420 509
Slipping	Allan Beswick	0411 427 184
Sailability	John Johnston	0417 813 188
	Margaret Ashton	0409 678 737
Safety Officer	Bob Smedley	0407 619 178
Sailing Officers	Allan Beswick	0411 427 184
	Ken Allen	0422 029 844
Handicappers	Serge Ambrose	0420 224 774
Network Mgr.	Kel Watson	0450 252 321
Bar Manager	Ray Deiana	0415 676 285
Moorings	Doug Gladman	0439 002 044
Web Master	Des Strudwick	0419 808 3 77
Librarian	Keira Bennett	0427 702 181
LMC Delegate	Denis Walter	8242 1248
River Ramblings	John Longbottom	0407 858 050
<b>Appointed</b>		
Minuet Secretary	Margaret Ashton	0409 678 737
YSA Delegates	Craig Henderson	0431 420 509

Email Addresses  
[secretary@portadelaidesailingclub.com](mailto:secretary@portadelaidesailingclub.com)  
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[ylongbot1@bigpond.com](mailto:ylongbot1@bigpond.com)

## **PORT ADELAIDE SAILING CLUB Inc.**

Founded 1897

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PO Box 3134

Port Adelaide

SA, 5015

Clubhouse address:

George Robertson Drive, Largs North, SA 5016

Telephone: (08) 8341 7458 Fax: (08) 8449 1401

Mobile: 0449 599 519



### **Commodore's Report**

As we all know the position of Commodore can be difficult and challenging at times but overall this year has been great.

I have absolutely enjoyed this year as your commodore and look forward to next year and the challenges that that will present.

We have completed many projects and to mention a few:

Thanks to Dennis Walter we have finally been give ownership of our building.

Identifying the Slip and Maintenance Area and introducing stringent safety standards and safety inductions, raising the awareness and importance of personal safety in this area .

Purchased a new large cradle for slipping operations.

This was a large capital expense and used most of the income this year as we paid for the cradle out of cash flow

The kitchen exhaust range hood and installation

Up grade of the server and computer system

There are many areas for us concentrate our efforts on moving into next year

#### **Security**

We see this issue as one of our greatest challenges in the future.

The Management Committee is looking at several options

#### **Laser System**

One option is to protect the club perimeter fence line with a Laser Alarm Sensing System , similar to the .RSAYS System

We are getting quotations from security companies at present and looking at all viable options

The package would include

Strobe light indication Siren CTV Cameras

Monitoring by either SAPOL or a Security Company

We have had a recent Security Audit provided by SAPOL and to date we have been extremely lucky that we have not had massive problems due to our isolation and lack of security.

We may need to arm the Bar and Main Office of the club rooms as well.

We will need to provide warning Signage at regular intervals around the perimeter fence

#### **Lighting**

We are looking at erecting a large Lighting Tower next to the MSB near the front gates and supplying power and switching from the MSB

The Tower could be up to 10 -12metres high and provide perimeter lighting as well as area lighting to both the hard stand and car park

The tower would be supplied via underground cables and set in concrete in the garden area adjacent to the MSB

The tower would also provide a platform for CCTV cameras if deemed necessary

These will make good discussion points and be a good start to solve the security problem.

We all as a group need to fully ware of the current situation and to some degree we are our own worst enemy

The club house is regularly left open, lights and air conditioner left running

The shed roller doors have been left open

The committee office has been left unlocked and lights on

All this must stop and each and every one us who is a member must take and accept the responsibility for the security of our Club House and premises.

### **Painting**

We have had prices on painting the exterior of the Club House and as soon as the weather improves we will engage a contractor to paint the exterior of the building.

We see this necessary as our building is situated in a very aggressive environment surrounded by sea and needs to be regularly maintained.

### **Sailing**

The Twilight Series, Summer Series and the Winter Series were well represented by our Club Members

Our sailing committee has now got on top of the job and we congratulate them for there persistence and achievements

Thank you and well done

### **Sailability**

Well what can we say about this group.

As a group you should all be very proud of your achievements this year, some which include: Hosting the State Titles Winning Volunteer Awards  
Obtaining very pleasing Dispatches in Parliament by Susan Close

Again very well done we all are proud of you

I would like to thank my fellow Flag officers, Secretary, Treasurer and Management Committee for their contribution and support over the past season.

We are fortunate that most of us will be together again next season and I look forward to working with them again..

My thanks also go to Ray Deiana, Bar Manager and John ( The Check) Catering

Finally, thank you our Members for your support and encouragement you have given me and I look forward to serving as your Commodore again next year

At the end of the week we sailed back out towards the mouth of the port to Shoal Bay. This is the major tourist area along with Nelson Bay next door. The beach was lovely and white, but the water was still murky brown, although not as dark as further in as there was more dilution from the adjacent ocean. Here we had a lovely two days swimming and playing on the beach, and did a very easy and very scenic walk on Tomaree Head – a must do for anyone visiting the area as the 360 degree view from the top is awesome – Sonia said it was very beautiful and drew a lovely picture of us climbing up it in her journal. The visibility was amazing and we could see back the way we had come and further north past the Broughton Islands (our next port of call). Max was very interested in the remains of the gun emplacements they had there in the second world war, and has discussed several times with me how the guns were almost as heavy as our boat (7.5 tonnes).



View from Tomaree Head looking towards Yacaaba head with Cabbage Tree Island next and Broughton Islands in the background

Last Monday the weather was perfect for a sail further up the coast so we headed out of Port Stephens (very lumpy seas through the heads, but settled down pretty soon after) and north 8 nautical miles to Broughton

Islands. On the way there we were joined by a pod of about 15-20 dolphins who escorted the boat for ages, we all sat up the front and sang and whistled to them, they were absolutely fabulous, a real highlight of the trip. We spent a very rocky night there on a mooring in Esmerelda Cove. The island is a national park and there are about 8 fishermen huts in the cove (historical hangover now maintained by a fishing club) and a camping area adjacent but otherwise nothing else on the island. Franz took the kids ashore for a walk, while I did boat watch, then we swapped. It is absolutely covered in mutton bird burrows, so you really have to watch where you put your feet.

which is the sleepest little non-touristy marina / seaside town, definitely operating on NT time.

We spent two nights in Fame Cove, and both times we saw dolphins come in to catch the abundant fish there – the first night all we could hear was lots of fish jumping and splashing – trying to avoid being caught by something larger. There is also a resident pair of white bellied sea eagles, and an osprey, which we watched trying to catch fish too. You may be aware that there has been lots of rain up here, this was evident by the murky brown colour of the water, no pristine blue waters as shown in all the tourist brochures. This has also meant that there is plenty of food for the fish so they aren't really interested in bait or lures, the first night we were in the cove there was a small runabout there too with two guys who we had a yarn to, they seriously fished most of the night and caught absolutely nothing. But one said that when he shone the torch over the water all the Mullet leapt up out of the water – from our boat it sounded like lots of rain drops.

In the middle of the week we explored around the areas we could access (our keel draws about 2.2m which makes the shallower areas inaccessible) and found ourselves in Lemon Tree Passage, where we picked up a mooring at the marina. This sleepy little seaside village was just lovely, we ended up staying two nights and went for a walk to the local bowls club for dinner one evening (their clubs here in NSW are huge, social hubs paid for by their pokies) and spotlighting for Koalas the second evening. That night we ordered pizza from the waterfront pizza restaurant and ate it in the park next door so Max could practice his skateboarding along the path there. While we were eating a group of rather large, solidly built fellows pulled up in their cars and motorbikes to have fish and chips at the shop next door. Max looked at them and then said to me (thankfully not too loudly) “Look Mum, there are some Sumo fighters there”. He was almost right, they turned out to be Commanchero bikies, and were certainly swaggering about, there to be noticed.



Max the mermaid and Sonia on the beach at Shoal Bay

## Notice of Annual General Meeting

Notice is hereby given that the Annual General Meeting of Port Adelaide Sailing Inc. will be held on:

Tuesday August 6<sup>th</sup> 2013  
Immediately following the August General Meeting  
at the Port Adelaide Sailing Club.

### A g e n d a

Apologies

Confirmation of minutes of last Annual General Meeting, 4<sup>th</sup> September 2012

Annual Report

Treasurer's Financial Report

Election of Flag Officers and Management Committee

Commodore

Vice Commodore

Rear Commodore

Secretary

Treasurer

Five (5) Management Committee Members

General Business

7. Close

## 1. [House of Assembly](#) - 19/02/2013

...SAILABILITY SOUTH AUSTRALIA ...

...opening the Sailability South Australian Championships at the Port ...

...attending the Sailability ...

...I think Sailability SA President, John Johnston, past Commodore of the ...

### SAILABILITY SOUTH AUSTRALIA

Dr CLOSE (Port Adelaide) (15:22):

This past weekend I had the absolute pleasure of opening the Sailability South Australian Championships at the Port Adelaide Sailing Club and, the next day, giving out medals to participants alongside club patron, Colin Adams. As a relatively new member of parliament, people often ask me how I find the job, and there is frequently a quizzical look in their eye which suggests that this might be a funny profession to have taken up. I can honestly say that most of this job is a pleasure and a privilege, and attending the Sailability championship is a perfect example.

I think Sailability SA President, John Johnston, past Commodore of the Port Adelaide Sailing Club, hardly slept with last week. Along with his hardworking team, he delivered a brilliant championship event. I particularly pay tribute to the women's group, who sponsored and arranged the catering; Commodore Martin Oates, who both hosted and staffed the bar; and Port Adelaide Sailing Club patron, Colin Adams.

This weekend, 22 boats, each with an able-bodied sailor and a sailor with a disability at the helm, competed over the two days. Despite a worrying lack of breeze early on Saturday and having to end at lunch on Sunday because of the overwhelming heat, all the sailors had a good time and the competition was fierce. In a pleasing result for the hosting club, the Port Adelaide Sailing Club team won the club trophy, and young Ben Walter now has more trophies than his dad, setting up for a fine competition over the next few years.

That afternoon we sailed back up to Broken Bay to spend the night in Pittwater. The sea state was still very confused following the bad weather, I think it was about a 2-3 metre swell, but we made good time as the wind was a fresh 12-15 knots which gave about 7 knots boat speed so it took only 4 hours. It was hard work because of the lumpy sea, and things downstairs got banged about a bit. I kept hearing a strange sound soon after we cleared the heads, so went downstairs to investigate. I found the bathroom sink and shower bay sloshing about with water. We hadn't turned off the breaker for the freshwater pump and a cupboard in the bathroom had flung open and hit the tap on, what I could hear was the freshwater pump pumping dry our rear tanks. I had to get a bucket and bail out the water, and after this I felt very seasick (was feeling fine before).

Yesterday morning we got an early start, leaving Broken Bay at 7am to head up the coast. Our plan was to get to Port Stephens (about 80 nautical miles) if we could, but if we weren't making good time we could cut the journey short and go into Lake Macquarie or Newcastle. The seas were much better than the previous day, but still quite swelly and choppy, about 1.5-2m seas, with about 15-20 knots of wind. We averaged about 7 knots (sometimes hit 8) and made really good time, arrived in Port Stephens around 6pm.

We did one big long reach right out to sea across Stockton Bight, deepest I have been on a yacht as our depth gauge maxed out at about 100m. The kids were fantastic although a bit bored after a while, there is only so many things you can "eye-spy" when you can only just see the coast in the distance. We did see quite a few large coal ships waiting their turn off the coast of Newcastle, but didn't get close to any. Due to the conditions we had to hand steer all the way which was quite a workout, Franz and I took 2 hr shifts and by the time we reached port my shoulders and arms were aching.

We got quite a bit of water over the front of the boat, which occasionally was big enough to splash right back to the cockpit. We all felt a bit seasick despite taking seasick medication (and living on the boat for two months – tho that was calm conditions), and all took a few naps in the cockpit – a few of which were abruptly ended when a big wave managed to get past the dodger. I was glad to make port, and even better, we pulled into the marina here at Nelson and just next door was a number of restaurants, so we indulged in takeaway Thai then went straight to bed. We plan to spend a few days looking around Port Stephens, then it looks like another big days sailing to the next port north.

And lastly, Sonia has finally got a loose tooth today and can't wait for it to come out so the tooth fairy comes to visit.

### 15<sup>th</sup> March 2013 – PORT STEPHENS AND BEYOND

Well we have left Port Stephens after spending a lovely week there, I highly recommend a visit either by boat or by car. If you go by boat then there are three must see places – Shoal Bay which is the best sandy white beach for a swim (appears on all the tourist literature), Fame Cove which is the quietest anchorage of the whole trip so far and Lemon Tree Passage

## An account of the yacht 'Conrad' voyage north

### 5<sup>th</sup> March 2013 – ON OUR WAY!

Exciting news, we are finally on our way up the coast! We were in Sydney Harbour two days ago (more on that later), and now we are in Port Stephens. The foul weather we have been having has finally let up long enough for us to make a move north. So this morning I am sitting in the marina at Nelson sipping a coffee and feeling pretty tired and a bit stiff (steering muscles haven't had this much of a workout for a while) but very happy that we are finally making some progress.

Last Wednesday we sailed from Broken Bay down to Sydney Harbour (wind was still NE) to explore Middle Arm which we hadn't yet looked at and was recommended by a friend. This is a lovely bit of waterway, surrounded by lots of natural bush as there are a number of foreshore parks with the houses primarily up on the ridges. We were able to catch up with my sister and her husband while there as they were up from Melbourne looking for a place to rent, as they are soon moving here. This meant I got some more cuddles from my newest nephew Sam (approx 8 weeks old).

Then it started to rain. Most of the rest of the week was wet, which meant lots of school work for the kids with the occasional damp foray ashore in the dinghy. However by Sunday, the wind had swung around to the South East and it was time to head back up the coast. We came out of Middle Arm at about 8.30am (the time was dictated by the opening of the Spit Bridge, a cool sight) to be met with a very big swell. We had planned to go further in to the Harbour and under the Sydney Harbour Bridge (SHB) while waiting for the swell to lessen as was forecast for the afternoon.

However this all changed as we had to rescue some kayakers instead! Yes, we have performed our first rescue, and the kids are feeling pretty stoked about it. There was a race of about 100 kayakers and various board riders which had started at the SHB and ended at Manly. As they were crossing the swell that comes in from the heads many got into strife, as they were tired and the swell kept tipping them over. There were two marine police boats and one support boat, but these were not enough, so we ended up picking up three of them, one of which was in a really bad way as he had got cramp and had drunk a lot of seawater. The back of our boat is scooped low so it was easy for them to climb onto. We weren't able to successfully tow their boats, we did try but the boats didn't have a strong point to attach to so detached (I happily discovered it wasn't my knot tying, as my knot and the strap we had tied it to came with us, while the kayak got left behind). Another speedboat that was passing ended up picking up the boats and bringing them in to Manly. So instead of SHB, we ended up in Manly to drop off three tired and very grateful kayakers.

The two clubs adjacent to each other, the Port Adelaide Sailing Club and the Port River Sailing Club, are both shining examples of the generosity and energy in our community. People helping each other, encouraging others, bringing in the young ones, and showing hospitality even to passing members of parliament, are all routine and second nature for these two clubs.

### **PASC IS VERY, VERY LUCKY!**

Below are extracts from the Australian Government's 2008-2009 budget papers. Look below at what is happening to the Regional Partnerships program.

That budget drops from this year's \$73 million to \$41 million for 2008-2009, then \$2 million in 2009-2010, before vanishing completely.

Why, you may say, should this be of interest or concern to us?

Well, during PASC's relocation in the current financial year, we received a Regional Partnerships Grant totalling \$444,950. Thankfully, all but the final payment of \$23,100 has been received.

Without this funding, PASC would not now have

A wedge-lift trolley, concrete wash-down and maintenance areas, yacht maintenance cradles, sealed hardstand, the shed fit-out, much of the clubroom fixtures fittings and furniture, Sailability's "Big Red" rigid inflatable boat, 2 x Westwind yachts (now under construction) and electric hoists on the pontoon and landscaping now under design: planning for the area between clubhouse and marina.

Clearly, without these facilities, all achieved without cost to our members, the Club would be a very much poorer sailing facility, and we would all suffer a great deal of inconvenience and very much higher fees for services.

We have much to thank the previous government for.

Equally, we owe a great deal to several Adelaide administrators of the Regional Partnerships program - Anne Evans and Debra Anderson of the Adelaide Metropolitan Area Consultative Committee, who totally believed in our project and its benefits for persons with a disability.

They worked long and hard with us, were extraordinarily supportive of our case for a grant and absolutely dedicated to ensuring that our application was successful. The third of this wonderful group is Karen Leslie, Project Manager, who has administered the grant in a particularly friendly, helpful and encouraging manner. Without these three, the Club would not be in the enviable position we are only now beginning to enjoy.

In the case of the Port Adelaide Sailing Club, they host Sailability SA (about which I have had occasion to speak in this place previously), which allows sailors with various disabilities to sail for fun and competitively. Several months ago, on an almost impossibly hot weekend, they held the state championships, and I was delighted to be part of events over that weekend, culminating in a very lively presentation ceremony. It was terrific to see several of those sailors at the presentation night on Saturday, with many of them winning trophies, including the wonderful Ben Walter winning my inaugural youth trophy for the Port Adelaide Sailing Club. Ben is a lovely young man whose sailing performance is fast eclipsing that of his father Shane as he accumulates trophies. Demonstrating how the two clubs are intertwined, his grandfather, Dennis Walter, is the patron of the Port River Sailing Club and is a true gentleman who has given an enormous amount of energy, wisdom and time to both clubs, as well as to the wider community.

The patron of the Port Adelaide Sailing Club, Mr Colin Adams, just celebrated his 97th birthday and has lived and worked around the Lefevre Peninsula periodically all his life, during which, amongst other things, he was the principal of Largs Bay primary. His connections to our community run deep and in his gentle and polite way he can tell you anything you need to know about the place.

Both Port Adelaide and Port River sailing clubs actively encourage young people, and I have been fortunate to attend school championships hosted by the Port River Sailing Club. I was delighted several weeks ago to be able to award my youth trophy for the Port River Sailing Club to Luke Unnasch, a very promising young sailor.

It is difficult to capture the spirit of the presentation nights. It is probably not appropriate to capture the detail. The gentle mockery, the awarding of prizes for accidental removal of breakwater rocks in attempting to negotiate a boat out of the marina, the T-shirts celebrating the notorious humbleness of one boat's crew are things not readily translated into a parliamentary speech. .

But the overall warmth of the clubs, the effort they put in voluntarily to make them work and the care they take to make everyone feel included are exemplified at the presentation nights, and prompted me to pay tribute to them in this place.

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## BOATS FOR SAIL

**Olive II**      Contact David Jenkins 8248 4478 or 0448 869951

Olive 2 is a 9mtr timber yacht, built in England 1935, of pitch pine on English oak. The motor is a Lister 30 hp diesel. She is cutter rigged and is well ballasted making her a very stable and comfortable cruiser and carries enough fuel and water to voyage for a month with two people onboard.

**Hey Jude**      Contact Barbara Stokes- 8534-4176

**Raffaella**      Contact John Couper-Smartt 0439 834441

**Noreado**      Contact Alan Beswick or Martin Oates