

REGATTA



THE OFFICIAL JOURNAL OF THE GOOLWA REGATTA YACHT CLUB

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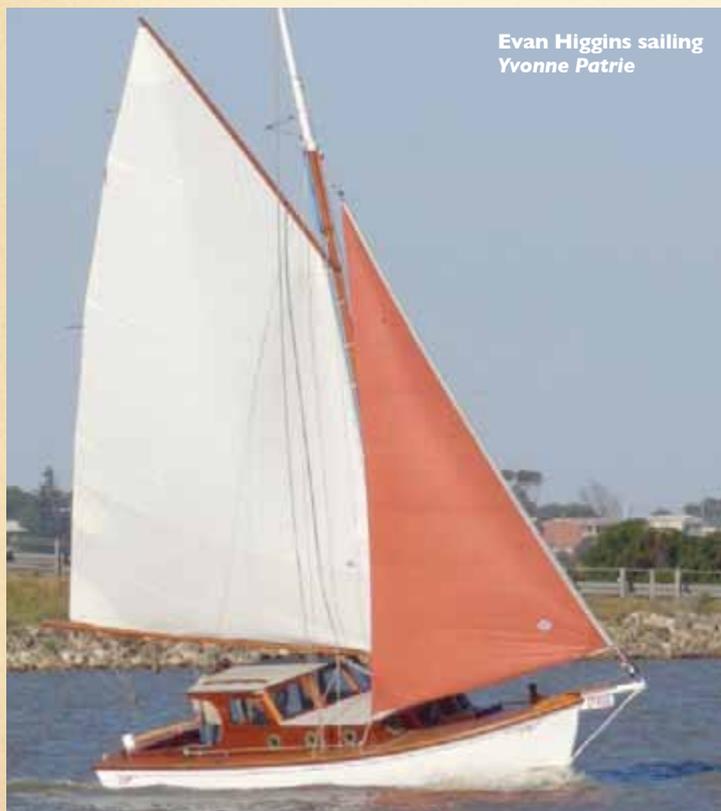
Commodore's Report

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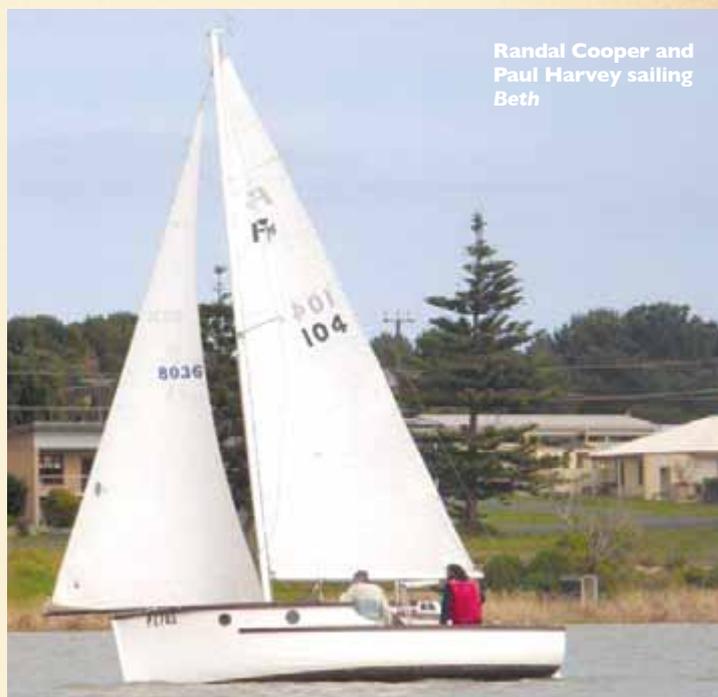
Open Day On Saturday 13 October proved to be a significant and enjoyable start to this 2012-2013 sailing season. The Hon Karlene Maywald, Chair of the Board of the National Water Commission gave an informed address which helped put into perspective the state of the Lower Murray for the years ahead. We are most grateful to Karlene Maywald for opening the 2012-2013 GRYC sailing season.

Thanks to all club members and in particular to our Race Officers, all Friday night volunteers and the GRYC General Committee for your commitment. We have started the summer season on a high!

The first race of the summer series was Goolwa to Wellington with 14 boats competing and everyone having a good time (see report of the Wellington race p 7). For the 2nd Summer Series race to Narrung on Saturday 1st December 30 boats registered, with the event seeing sailors



Evan Higgins sailing
Yvonne Patrie



Randal Cooper and
Paul Harvey sailing
Beth

and others overnighing at Narrung (see report pp6-7). I thank our very generous sponsors who are identified in this edition of *Regatta*.

The first series of the Friday night Twilight races - sponsored by Allan Edwards from *Goolwa Slipway and Marina* has already finished, with Michael Veenstra on *Dolphin* winning 6 out of out 6 of the first series. Congratulations Michael. It is going to take some very good sailing to catch him; but I am sure the other competitors will not stop trying. We are averaging 29 boats sailing on a Friday night; it is great for all of us to be a part of something so enjoyable and successful.

The 2nd Twilight series sponsored by Frank Kolozsi of *Maughan Thiem Mount Barker* has started. This is a spinnaker/non spinnaker/dinghy division series and is extremely competitive. Light winds in the first race on Friday 23rd November required much nurturing and skillful sailing.

The dinghy sailing on Saturday afternoons is also proving to be successful. For the first two outings we had 17 boats and it is great to see people like Liz Cooper and Graham Roberts out in their Lasers.

continued over >

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< Commodore's report continued from previous page

Hopefully more of us can become rejuvenated dinghy sailors. This dinghy series is designed to encourage people who have not had much racing experience to come out and have a go. If you don't have your own dinghy you can rent a Pacer from the club for a small fee.

Plans for club extension.

We think we have produced a plan of what the members want. Please, if you have any suggestions or ideas for this proposal put them into the feedback box or email them to me; without the advice from GRYC members we cannot come to an informed decision.

The Cool Room and the Tuesday Boys

The cool room is in working order at last. We now have a reasonable amount of fridge space. Thank you to the *Tuesday Boys* maintenance group for the fitting, The work undertaken by the *Tuesday Boys* is of considerable personal and of course financial benefit to the GRYC. We would be lost without them.

Regatta 1 Replacement

After much careful research we have ordered a *Striker 21* with side access and a hard top, to be the Regatta 1 replacement. Due to the special requirements we do not expect to receive the *Striker 21* until February or March 2013 so we still have time to raise the remainder of the necessary funds.

Christmas

I was pleased to see many GRYC members at the Christmas picnic and presentation on 15th December.

I wish you all a safe and happy Christmas and New Year. We look forward to seeing you during the twilight races between Christmas and New Year and of course participating in January Regatta Week 19th - 26th January, concluding with The Marina Hindmarsh Island Milang to Goolwa Freshwater Classic on Sunday 27th.

Enjoy your club. Happy Christmas and New Year
Brendan Murray

A Huge Racing Program for 2012/13

Along with our claim of being the oldest yacht club in Australia, I think the GRYC is vying for the most active too!

There is a huge racing program underway this season, with Friday twilight racing, summer and winter series (with associated cruising and on-land options), the Christmas Twilight Series coming up, and all the other great events listed in the program available at GRYC. New this season is a dinghy racing series, which is already proving to be popular.

To support this on-water activity, we do need volunteers to provide all the necessary support in rescue boats, on the bridge, on the bbq and in the kitchen. If you are keen to be involved, please contact GRYC and let us know. No experience is necessary and all appropriate training will be provided.

There is always lots of fun and rewarding activity for everyone at GRYC. Please enjoy!

Locky McLaren, Vice Commodore

Rear Commodore's Report

What a busy time we have had at GRYC over the last three months with innovation, ideas and accomplishments in many areas. Our members remain passionate about being members and the General Committee is working very hard to ensure their needs are being met. Of course everything does not happen overnight but you can be well assured that there is constant collaborative discussion, decision making and action to improve and maintain what we have so richly inherited from past Committees and volunteers.

Our working bee in September was exceptionally well attended with over 40 people on the ground to help where ever their skills and talents allowed. Although the list was very long, everything was achieved plus the many extra initiatives by those who had noticed other things that needed attention. Thank you to you all as the Club sparkled for New Members' Night and for Opening Day.

Maintenance is always ongoing and we are extremely grateful to the Tuesday Boys who give of their time to help out (and enjoy some camaraderie). You are reminded to fill out the appropriate forms if you need something doing or spot something that should be done. See JP if you are not sure.

The Social Committee has been very active with special highlights including New Members' Night and the Outdoor Spit Roast. Both were very well supported and enjoyed by those present. I was especially appreciative of the efforts of Chris Blacker with the Spit Roast and, I am sure she would agree, we both learned a great deal about spit and Weber cooking. Thanks too to those who advised us on the day.

The remainder of December and January will be full of activities for you to partake in both on the water and on shore so check out your calendars, emails and notices and come and join in.

Again I remind you to forward any ideas or thoughts you have to me and if you can help out as a volunteer for the Dominant Goolwa Regatta Week or The Marina Hindmarsh Island Milang to Goolwa Freshwater Classic please don't hesitate to let us know.

Lyn Roberts, Rear Commodore



DECEMBER 2012

REGATTA

The Marina Hindmarsh Island Milang Goolwa Freshwater Classic

January 27th 2013

Some things are different for this 2013 Marina Hindmarsh Island Freshwater Classic.

Most importantly, entries will close, absolutely, at midnight on Thursday 17 January 2013, 10 days before the event. So don't get caught up in the Christmas/New Year celebrations and forget to lodge your entry by 17 January. Enter now, on line at www.goolwaregattaweek.com.au or you can arrange a hard copy nomination by contacting GRYC Milang-Goolwa Race Committee, PO Box 321, GOOLWA SA 5214, Phone: (08) 8555 2617, Mobile: 0447 710 489, Fax: (08) 8555 3747

Clayton Bay Boat Club is hosting a race from Clayton to Milang on Saturday 26 January, so make sure you plan on setting off after the Big Breakfast at GRYC in time for the race start after lunch at Clayton. Of course, some might say that the cruise up to Milang has always been a "Claytons" race anyway; tuning up for the big one the next day.

Some things are the same, with some differences

We need lots and lots of volunteers. We had more than 70 people volunteering their expertise for the 2012 event, and we will need more this year. So if you can't find the form sent out a few weeks ago, ring GRYC to get one, have a look at the list of job options, and put your name forward and be part of the fun. Our aim is to make this event enjoyable for everyone involved, on and off the water.

We are delighted to have wonderful sponsors again this year, with some new additions. We encourage you to take note of these businesses that are supporting this very important GRYC event (on www.goolwaregattaweek.com.au).

Goolwa Regatta Week is now the Dominant Goolwa Regatta Week, from 19 to 27 January, with lots of activities on and off the water for you to enjoy, as a participant or a spectator.

VOLUNTEERS ARE STILL NEEDED

The Marina Challenge is on again, on Saturday 19 January, in the southern lagoons of The Marina Hindmarsh Island. This is a unique, time trial event where you might have your friends cheering for you from the waterfront homes along the way.

The Doser Transport Dash for Cash is on again too, on Friday 25 January. This is great viewing from the GRYC marina jetty and the near vicinity, where you can pass your judgement on the tactics employed by top flight crews fighting it out for glory on the water. Of course, if you haven't got a fast yacht already, you may decide to get one which complies, with a CBH greater than 0.740, and show us a thing or two!

The Notice of Race and Nomination Forms for the key events, and lots of other information, is available on www.goolwaregattaweek.com.au

There is always lots of fun for everyone at GRYC. Please enjoy!

Locky McLaren, Vice Commodore



Dominant keep it clean keep it green

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Editorial

My thanks to all Flag Officers for their reports during the last year – to Brian Southcott for his fine coverage of Sailability, to Graham Jordan for account of the GRYC radio controlled yachts' experiences. Finally many thanks to Randal Cooper and Simon Barrow for their regular supply of excellent photos for REGATTA. Simon Thiele, Linda Mills, Robbie and Heather Parker, Keith Teagle, Tanya Woods and Dan and Sandra have also submitted photos to illustrate their and their family's exploits – thanks. Cheers and Happy Christmas and New Year 2013.

RJR

Club Profile: Dan Haynes and Sandra McKay



They are a double act of ever smiling optimism. Their photos demonstrate their enthusiasm, commitment to GRYC and optimism. They are making their mark at the GRYC even though they, along with daughter Monique (“did Dad really tell you he is a good Thai cook?”) have only been club members for four years. Already Dan is a member of the General Committee, and Sandra a member of the Social Committee. In the current sailing season Dan’s company *DSM Constructions* has become a significant GRYC sponsor - not least for the recent Dec 1st Narrung race.

Dan began his sailing career as a junior sailing a mirror dinghy on Pittwater (see photo). His father sailed a *Compass 28* initially on Pittwater but then as part of a family adventure up Australia’s east coast they sailed – ‘coastal hopped’ to Queensland. Dan talks fondly of his Pittwater and ocean sailing time on the *Compass 28* which he sailed from his seventh birthday onwards. Sailing and fishing appears in Dan’s heritage if not his DNA. His Grandfather and great Uncle on his Mother’s side were cod trawler fishermen from Fleetwood in Lancashire. Dan’s father however, is a multi-generation Australian whose family arrived in the mid 19th century from Ireland’s County Cork. “The story is that the original Haynes family were publicans and teachers,” says Dan. Sandra’s family are more recent Scottish migrants.



Corporal Dan of the Black Watch

GRYC knows Dan as the boisterous, enthusiastic and generous sponsor. But he has not always been like that. Something happened in his childhood such that his family ‘thought Dan could do with some regimentation!’ At age 11 he was sent as a boarder to the Scots School in Bathurst. The photo of Corporal Dan Haynes of the *Scottish Black Watch* indicates that Dan was originally destined for an illustrious military career. Yet Corporal Dan did not become the Major General that at one



Dan, as a boy, sailing a *Mirror* on the *Hawkesbury*

stage might have been anticipated. Dan left school and worked in the horticultural nursery industry, ‘which I really enjoyed.’ Doesn’t Dan enjoy everything he undertakes? From there he studied for building qualifications at Sydney TAFE. Although recognizing the importance of a trade qualification it was not long before the three ‘S’ loves of his life took over. ***Surfing, Sandra and Sailing!***

Arriving in Adelaide from north Parramatta in 2001 the desire to sail and surf soon brought Dan and Sandra to Goolwa where they have developed their general building company *DSM Constructions*. Since arriving in Goolwa in 2008 Sandra has completed her Bachelor of Commerce degree, of which Dan is very proud. With his perpetual zest ‘you can conquer anything if you want to,’ Dan has built his own splendid house at Goolwa Beach and earlier this year completed the construction of their aptly named *Into the Void* International 550 yacht.

Everything Dan and Sandra undertake appears as a joint venture. Just look at the photo below of them as teenagers. Arriving at GRYC they sailed their 18’ *Investigator Blossom* where Sandra admits that she was ‘often hanging on for dear life’. Hanging on for dear life continued, when they bought their *Alien 21 Sirocco*. Dan and Sandra had three second places on *Sirocco* in Port Cup races. Gutsy performances by any standards. Sailing *Sirocco* was ‘great fun,’ says Sandra. ‘But it was too often also a story of close encounters and near misses.- usually pretty hectic.’ Sailing life for them has now become more sedate since a few months ago they purchased their Restricted 21 *Galatea* from Gippsland. We await the next installment of their sailing life knowing that whatever happens it will be exciting, ‘often overpowered’ but joyous for all of us who observe the unique Dan and Sandra duo.

Editor



REGATTA

Remembering Francis Chichester

It is 50 years since Francis Chichester first sailed solo across the Atlantic Ocean and then later successfully circumnavigated the globe. Notes, photos and press cuttings bring back memories of Francis Chichester's physical, intellectual and spiritual energies. I thought we should recall his feats on the 50th anniversary of his first solo Atlantic crossing. This is my memory.

His yacht pitched and rolled across the Atlantic. The sun went down and unfathomed silver-green water turned to lead. Often he was baffled among the constant heavy swells with his horizon just a pencil line across an empty sky. Yet his aspirations remained, combed by constellations, sliced by blades of wind.

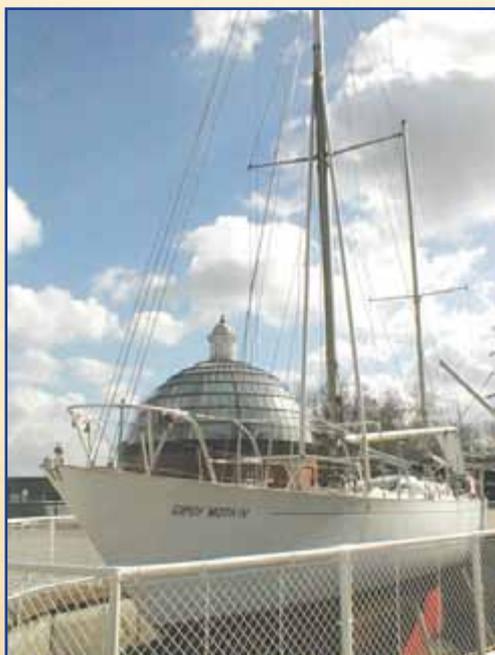
Seen in the distance, his sails on that vast ocean were minute, like cardboard cut-outs at a shooting gallery. His yacht, *Gypsy Moth IV*, a 50 foot ketch cut through the waves, disappearing, lifting and reappearing. The lone skipper, a compact iron of a man stood at the helm. He had the face on an aging lobster and wore a peaked cap which surmounted sideburns. Imperturbable, among ropes and sextants, bottles and sardine tins and all the mess of a little cockpit on a long voyage, he enjoyed the moon coursing its own parabola, but also easily accepted no moon on a moist night.

He showed us that at 68 he had the reserves of character, of patience, ingenuity, and fortitude, to eventually circumnavigate the globe, and to do it with speed and proof of fine seamanship. Eighty-foot waves yawned at him around the Horn, the Cape and the Roaring Forties. Above him the huge-winged soaring albatross spiraled in a canyon sky, while in moments of quiet he could visualise the inch-long blur of wings of the humming bird.

HIS ASTONISHING FEATS ABIDE, YACHTING'S UNFATHOMED GOLD

On his epic voyages he dealt with everything from a failed self-steering mechanism, chafed and worn ties and sheets, to illness and misfortune; at various times raging toothache, blinding headaches, and various cuts and bruises. Depression, exhaustion and delusions hung in the interstices of his brain, creating potential tragedy. It took him two weeks to clear up the ruin after capsizing in 100 knot plus winds with his mast at 41 degrees below the horizontal, yet he rode this in the face of obdurate ocean storms. He groped his way back to sail on, never sinking beneath the confusion of not knowing whether such capsizes would occur tomorrow or that evening, or whether he would ride out the next gale and giant waves.

For yachtsmen Chichester's voyages are majestic. A yardstick. For GRYC's weekend sailors and the ordinary reader it is the story of a sustained ordeal. His astounding feats abide, yachting's unfathomed gold.



Gypsy Moth IV in dry dock at Greenwich

RJR



Trevor and Nick Baldock sailing Destiny to spinnaker victory in the 1st December Narrung race - story pp6-7 >>>

Goolwa Regatta Yacht Club Strategic Plan 2012-2013



Background

This Strategic Plan was developed by the 2012-2013 General Committee to ensure the GRYC would be best positioned to meet the needs and expectations of Members and of external changes, avoid ad hoc decisions and have a plan that is set out in a series of staged projects. In July 2012 the General Committee approved a short survey to elicit feedback on a range of matters from Members. The results of the survey were reported in the September edition of the GRYC Official Journal, *Regatta*.

The results of the survey formed a key input to a Strategic Planning workshop held in August 2012 at which the following Strategic Plan was formed.

The General Committee will report to Members quarterly, via *Regatta*, on progress against this plan.

The purpose of the GRYC is to:

Provide opportunities and facilities for members and guests to participate in a range of sailing, cruising and social activities in an inclusive, friendly environment.

Planning Strategies

Short Term Objectives

- Train the sail trainers
- Establish dinghy racing
- Junior sailing + match sailing
- Improve ambience/services from bar
- New chairs for Kinnear Room
- Review membership classes
- Develop architectural plans for club house

Responsibility

- Brendan Murray
- Brendan & Race Committee
- Dan Haynes
- Flag officers
- Lyn Roberts
- Locky McLaren
- Brendan Murray

Status*

- In progress
- Complete

Plans developed and feedback from members sought

Develop member trade register

Manager

Intermediate Objectives

- Develop outdoor area for 2013/14 season
- Expansion of boat storage capacity
- Devel of maintenance plan and budget
- Cool room
- Solar panels

Responsibility

- General Committee
- Brian Southcott & Gen Com
- Lyn Roberts & Brian Southcott
- Brian Southcott & Tues Mtce Grp
- Rick Eylward

Status*

- In progress
- In progress
- Complete
- Ordered

*as at 24 November 2012

Club Profile: Ken Smith



Who is GRYC's Ken Smith? Ken is a skilled and committed member of *Sailability*. How would you recognise him and what does he do? Prior to having a severe stroke eight years ago Ken worked as a manager administrator in the Australian mining industry. He's easy to recognise in Goolwa, he rides a large red motorized tricycle around the town. Ken is also keen member of Fleurieu *Talk Back* representing *Talk Back* at a recent Melbourne Aphasia conference.

Ken maintains that *Sailability* at GRYC provides him not only with realistic rehabilitation goals but that the social support provided by GRYC members is always motivating. As with other participants Ken looks forward to each *Sailability* event which for him 'is transforming'.

Ken had his stroke when he was aged 52. Immediately prior to the stroke he remembers pain welling up from the left side of his head and behind his eyes, 'buzzing and swelling liked a swarm of bees before settling behind his eyes and the back of his head'. He became unconscious. When he woke he could not stand, walk, talk, see clearly or remember. He could not remember exactly who he was nor at the time did he have the curiosity to find out. All that has now changed – largely due to his determination to rebuild his life.

Ken was born in Chalfont St Giles, Buckinghamshire UK in 1952. In 1963, bright, 11 year old Ken began his secondary school life at Buckinghamshire's *Dr Challoner's Grammar School for Boys*. However, in 1966 Ken's family migrated to Australia. In 1969 a restless Ken, aged 17, returned to England to train as a Chef at the Grosvenor Hotel in Park Lane. Quite a chef's coup! After completing his apprenticeship Ken worked in the hospitality industry and in 1972 he took up a chef's position in Dusseldorf Germany. In Dusseldorf Ken met Elke and they married in 1974. They had three children, two sons and a daughter. Ken spent 12 years in Dusseldorf and speaks fluent German.

Not satisfied with being a Master Chef Ken decided to train as an upholsterer. Elke's father had a 'many generations *Rococo* upholstery business'. It is 'high end upholstery' in which a rigorous hierarchical profession was taught and practised. *Rococo* produces 'craftsmen and artists that rescue, restore and give a new story to each piece'. Self-reliant and inventive Ken enjoyed his demanding apprenticeship, being promoted from junior apprentice to ultimately qualifying as a Master upholsterer.

In 1986 Ken and Elke with their children returned to Australia. Given that he was a Master upholsterer Ken sought to establish himself in Perth in the upholstery industry. This did not eventuate and Ken

commenced work as a Chef in the Youomi Gold mine near Miccafarra. However, it was not long before the mining company recognised Ken's interpersonal and administrative skills and he shifted then to administrative positions in mine preparation and construction. In the 1990s Ken became project manager at Groot Eylandt manganese mine in the Gulf of Carpentaria and later shifted to the Newlands mine west of Mackay and from there to the Kambalda gold mine south east of Kalgoorlie.

UNRECOGNISED, KEN WAS EXPERIENCING A MINE-TRAVELLING ROLLER COASTER

From there Ken was sent to Lihir gold mine in Papua New Guinea. His mine-travelling roller coaster was by now well under way. Living in the fast lane, Ken spent four years in PNG as mine administrative manager working four weeks on and one week off – commuting home to Queensland every four weeks. Ken says he enjoyed the life but in retrospect recognises that 'living in the fast lane' perhaps contributed to unrecognised stress. Ever the traveller and adventurer Ken was 'waiting in Hails Creek expecting to travel to Ghana to take up a 'temporary' mine management position when the stroke happened. Ken believes, 'there was no real warning sign,' but looking back he realises he had; 'lived a life of high stress; but then you had to be available in my job to move from mine to mine when the company needed you!'

PEOPLE AT SAILABILITY LISTEN TO YOU AND GIVE YOU TIME TO TALK

'The choice of climate is important in my rehabilitation,' says Ken. 'It was too hot and humid in Queensland and so in 2006 we moved to Goolwa and in 2008 I joined *Sailability*.' 'One of the great things about *Sailability* is that people here give you time to talk. *Sailability* people listen to me, they give me time.' Ken has sailed solo in a *Liberty* but these days prefers shared sailing in a 303. Sailing among GRYC friends has helped him to bring back his past, kindle his humour and help utilise language and restore memory.

Ken's retrieval of language from exile into the seas of his memory is a fine achievement and has been recognised in that Ken has recently been a speaker at the Australian Aphasia conference. His presence at GRYC and the example of his determination to improve each day resonates and arouses in other *Sailability* sailors their determination to participate, regain lost skills and recover.

Editor

Narrung Race & Cruise 1/12/12

Another of our Racing/Cruising Events was held on Saturday 1st December. This would have to be one of the most successful of these type of events held by the GRYC.

A large contingent of 28 boats set off racing for Narrung and two additional boats cruising. A large number of members also drove over by car to join in the afternoon and evening festivities.

A steady if not strong running wind meant all boats arrived at Narrung in early afternoon to moor up and relax with a beer kindly donated by the Sponsor DSM Construction and the Goolwa Hotel.

DSM SPONSORSHIP EXCELS AGAIN!

At 6-60pm the Narrung Progress Assoc. bused everyone to

Goolwa to Wellington 2012

It was a cool and breezy morning as skippers and crew rigged their boats ready to race from Goolwa to Wellington, the first race in the DSM Construction Summer Series. It has been many, many years since a race was run between Goolwa and Wellington and the re-emergence of this race is another strong sign that the water and sailing are back in Goolwa and on the Lower Lakes.

Whilst the gale force winds the previous day acted to discourage a number of entrants, one cruising yacht and 14 racing yachts in two divisions, including Vintage River Boats, *Iole* and *Mambo Queen*, lined up for the start of what is sure to become one of the iconic races on the Lower Lakes.

The weather forecast for the day was an ideal 10 to 20 knots from the West South West, promising a swift race that would see all entrants firmly ensconced at Wellington well before sunset.

The start was set on the North side of the bridge, opposite Captain Sturt Marina. This was to accommodate *Delinquent*, a Blazer 31, whose rig is too tall to fit under the bridge unless heeled over - usually with a couple of hundred kilos of water suspended in a bag off the boom. (see report *Regatta* April 2012)

The spinnaker division were quick to hoist their kites and *Karnagree* showed off her new sails and bright pink spinnaker, recently acquired from the recent Soling World Titles in Milwaukee. Meanwhile those in the non-spinnaker division backed their headsails and goosewinged it up the channel. *Elanora*, an RL28, picked up her heels and, revelling in the downwind conditions, took the lead in the non-spinnaker division.

With the wind squarely behind the yachts, there was quite a bit of gybing between Goolwa and Clayton, after which a slight wind shift to the South and the direction of the channel allowed boats to settle

down into a relatively stable run. A couple of squalls passed through the fleet resulting in some spectacular broaches, none more so, or more often, than by the sponsor's boat, *Into the Void*, an i550.

Both *Iole* and *Mambo Queen* struggled with spinnakers, *Iole* blew out two kites and *Mambo Queen* found hers flying behind her near Clayton and then, after the race, blew out her kite and badly bent her spinnaker pole just a few hundred metres from Wellington.

Oh Really, *Baku*, *Karnagree* and *Steeplejack* led the fleet and the spinnaker division across Lake Alexandrina and it was a fearsome battle between them as they raced to the finish line, at the crucial moment *Baku* surged ahead taking out line honours.

Not far behind the four lead boats, *Elanora* took out line honours in the non-spinnaker division, followed closely by *Delinquent*.

After finishing, the race yachts made their way into the River Murray and the short distance to Wellington. There was plenty of room to raft up in front of the Wellington Hotel and most were tied up in time to watch the final half of the AFL Grand Final. A number of ground crew joined the sailors and the open fire and warmth of the hotel was welcomed as were the delicious meals, refreshments and entertainment.

For many, this was their first time to cross Lake Alexandrina and they have all vowed to do it again next year!

Race Results

Non Spinnaker Division

Corrected: 1. *Elanora* (L Edwards) 2. *Maid Marion* (P Shipside)
3. *Condor* (B James)

Spinnaker Division

Corrected: 1. *Oh Really* (M O'Reilly) 2. *Mambo Queen* (G Foristal)
3. *Baku* (M Symonds)



GRYC Yachts Moored at Wellington

the local hall for a great evening meal and the presentation of the trophies. Income from raffle draws went to the Narrung Progress Association. Raffle prizes were generously donated by *Melba's Chocolates*. A long, late evening back at the mooring included a brief firework display.

There were many sore heads at the next morning's bacon and eggs and fruit and yoghurt breakfast. This was organized and prepared by Dan and Sandra of our race sponsor DSM Construction and by the ever generous Craig & Chris Blacker.

GRYC thanks all our sponsors and organisers for the great effort in making this a wonderful event. Make sure you come along to our next Summer Series Race/Cruise on Saturday 16th February 2013 with the Clayton Bay Regatta.

Bruce Pattullo



GRYC Yachts Moored at Narrung

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