

APRIL 2013

REGATTA

THE OFFICIAL JOURNAL OF THE GOOLWA REGATTA YACHT CLUB

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Commodore's Report

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Another summer season has finished and it is time for our volunteers to have some well earned rest. Let's take a minute to reflect on and be grateful for the substantial support from so many GRYC volunteers.

A summation of GRYC racing during the 2012-2013 summer season includes:

Four successful Friday night Twilight series and the Christmas Twilight series. The diverse Summer series included races to Wellington, Narrung, Clayton and the Finnis. They were all well attended and created great camaraderie within our club. Then of course on the January long weekend the club successfully held *Goolwa Regatta* week followed by the most successful 2013 *Marina Hindmarsh Island Milang to Goolwa Freshwater Classic*. Details of these events are on the club's website and are also published, in part, in this edition of *REGATTA*. I extend my thanks on behalf of GRYC to all our generous sponsors for these events.

Sailability is continuing to flourish under the guidance of Brian Southcott and Trevor Kennewell. Much of the success of *Sailability* depends on volunteers whether as support crew on the water, or rigging the 303's and Libertys, and manning the hoists for sailors with a disability. Likewise, the social side of *Sailability* is, as ever, superbly organised by Lyn Roberts and her culinary crew. My thanks to them all. Brian Southcott has confirmed that the GRYC has been selected to host the *Sailability* national titles next Easter. We are expecting a minimum of 80 to 100 sailors and their support crews. This is the type of event that puts Goolwa and the GRYC on the major events calendar. As ever the club will depend on our committed volunteers to make the 2014 *Sailability*

Karnagree, Brightun & Nerana, spinnakers flying in Doser Dash for Cash



National titles at GRYC a resounding success.

Our first attempt at Saturday Dinghy racing has met with a moderate amount of success. The people involved enjoyed themselves and they gained valuable experience. However, we still need more volunteers to make this work properly. For those of you that enjoy sailing in the Friday night Twilight Series and want to give a little back to the club how about stepping forward and offering a helping hand and or participating in dinghy sailing. Remember, so many international yachtsmen, round the world sailors and of course Sydney to Hobart sailors began their career sailing dinghies – so now is your chance to sail and race dinghies at GRYC and emulate the Ellen McArthur, Jessica Watson and Tom Slingsby's of our sailing fraternity.

Building extension. The preliminary budgets for the proposed plans, at this stage have come in higher than expected. We recognize the very real need for more shade and wind protection. In view of costs we may have to rethink this strategy but it is still our intention to proceed with some building extensions.

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New Manager. Following the December 2012 resignation of JP Bloemental the club has appointed Ben Westmoreland as our new Manager. Congratulations Ben on your appointment. Ben will I'm sure be an asset to our club so please make him feel welcome. Ben is new to sailing so he will need time to become accustomed to GRYC ways, quirks, distinct behaviours and club personalities.

The next major event on our calendar is the **Annual Dinner and Presentation** on Saturday 15th June followed by the **AGM** on Sunday 16th June. All Veteran and Senior members of GRYC are eligible to stand for the General Committee 2013-2014. If you want to get more out of your club and can help in the running and administration then please consider nominating. If the General Committee is not your thing then perhaps you could offer your assistance to the Social Committee.

The **Tuesday maintenance team** (*The Tuesday Boys*) continue to work most effectively in cleaning, repairing, and maintaining the club building, equipment and marina. GRYC is ever grateful to them – their commitment and skill underpins so much of the club's successful sailing and social events. My heartfelt thanks to the Tuesday maintenance team.

The club's many and diverse sailing events would not be possible without the club's Principal Race Officer the evergreen Rick Eylward, and his **racing and rescue boat team** of; Juris Abols, Helen Hurford, Gary Coombs and Julie Brentson. My thanks to them all.

It is great to be involved in such an active club that offers a variety of events that cater for our diverse members' needs. We look forward to the coming winter season with the *Unofficial Friday*

2013 The Marina Hindmarsh Island Milang-Goolwa Freshwater Classic

It was a majestic sight for the hundreds of spectator boats lining the river between Clayton and Goolwa as a large fleet of boats raced their way along the channel to the finish line in the 2013 The Marina Hindmarsh Island Milang Goolwa Freshwater Classic. A fleet of 211 yachts from around Australia lined up for the start of the race on Sunday the 27th of January.

The course took entrants from Milang across Lake Alexandrina, around Point Sturt, along the River Murray and under the Hindmarsh Island Bridge to the finish line in front of the Goolwa Regatta Yacht Club.

Winds were drifting in from the North at the start before turning East Sou' East at around 5 knots, making for a slow motion start and heralding a long race. The fleet headed straight to the buoy off Point Sturt, keeping as high as they could so as to lay the buoy in one tack.

As the main fleet approached Point Sturt, conditions lightened even further, leaving many yachts struggling to keep their boats pointed at the turning buoy. It was here that the boats that sailed high had an advantage as they were able to drift down onto the mark rather than having to work up to it.

A number of boats simply drifted forlornly on mill pond waters as they waited for the sea breeze to come in. It was so light that crew on some boats took the opportunity to have a quick swim as they attempted to stay cool in the warm and still conditions.

Those who had made it around the Point Sturt had the advantage of what little wind there was being on the beam as they awaited the predicted change. By 1pm the change was in and yachts were soon enjoying a perfect 10 to 15 knots from the South.

The race formally concluded at the GRYC, where the Official Presentations took place. Brendan Murray, GRYC Commodore, in welcoming competitors and guests noted: "No other freshwater yacht race brings competitors and spectators together the way this classic yacht race does. I want to thank the hardworking team of volunteers who have made this event such a success."

The "Cock of the Lake" trophy, for the fastest elapsed time in any division went to *Wild Turkey* a Stingray Mark II, skippered by Brett Lienert.

The Crowhurst trophy, awarded to the first Division 2 boat to round the buoy at Point Sturt, was taken out by *BOHICA*, skippered by Todd Bartlett. In accepting the Crowhurst Trophy Todd, in his typically modest fashion, thanked his crew, organisers and the other racers.

The Blue Darling Perpetual Cup for the fastest time for a trailerable yacht went to:

Division 2	<i>BOHICA</i>	Todd Bartlett
Division 3	<i>Cat-el</i>	Peter White
Division 4	<i>Sultans of Spank</i>	David Hogg
Division 5	<i>Farr Aweigh</i>	Bill Offler

The W.R.Appleby Perpetual Cup for the first boat to finish on corrected time in Division 1, Vintage River Boats, went to *Iole*, owned and skippered by Fraser Buchan who praised the event in his acceptance speech: "I want to thank the Flag Officers of both the Goolwa Regatta Yacht Club and the Milang Regatta Club and

ANNUAL DINNER & PRESENTATIONS

The GRYC Annual Dinner and Presentation Night will be held at South Lakes Golf Club, Billabong Rd, Goolwa

*Saturday 15th June
6-30pm for 7-00pm.*

Annual General Meeting 2013

*Sunday 16th June
Goolwa Regatta Yacht Club
10-30am for 11-00am*



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everyone in both ports for a great race – there's nothing like it."

Meanwhile, the Patrons Trophy for the fastest elapsed time of an unplaced yacht went to the recently launched *Nimue* helmed by Michael Jolly.

The A.B.Kinnear Perpetual Trophy for first yachts on corrected time in Divisions 2 and 3 was presented to *Bright'un*, a Restricted 21 skippered by Mike Shirmer from Division 2 Fast Racing and *Neophyte*, a Sonata 6.3 skippered by Derek Morrison from Division 3 Racing.

The winds were just weren't strong enough to allow any boat to beat the current race record for a boat in Division 2 and the Out of the Blue Perpetual Trophy remained in the trophy cabinet.

In a long held tradition, the Keith Veenstra Memorial Trophy for the first Restricted 21 to cross the finishing line was awarded to *Bright'un*. In accepting the trophy, Mike Shirmer who owns and skippers *Bright'un* paid his respects to the Veenstra family and thanked them for their ongoing support to the Goolwa yachting and boating community.

In the cruising fleet, it was *Dirty Sanchez* skippered by Amos Zadow from the Fast Cruising Division 4 and Sophie skippered by Nick Steyn from Cruising Division 5 that were awarded the Commodore's Trophy for the first yachts on corrected time.

Commodore Murray, in presenting the trophy praised the cruising fleet which had more entrants than any other fleet on the water.

He said "it goes to show that cruisers can and do race and that there are plenty of boats out there enjoying our fabulous lower lakes and river".

Division 1 - Line Honours: *Nimue* (Michael Jolly)

On Corrected: *Iole* (Fraser Buchan) *Mambo Queen* (Graeme Foristal) *Beth* (Randal Cooper)

Division 2 - Line Honours *BOHICA* (Todd Bartlett)

On Corrected: *Bright'un* (Mike Schirmer) *Kryptonite* (John McLeod) *Chestnut Teal* (Richard Haselgrove)

Division 3 - Line Honours: *Cat-el* (Peter White)

On Corrected: *Neophyte* (Derek Morrison) *Cat-el* (Peter White) *Guinevere* (Matthew Francis)

Division 4 - Line Honours: *Sultans of Spank* (David Hogg)

On Corrected: *Dirty Sanchez* (Amos Zadow) *Why* (Warren Carey) *Gecko* (Barrie Evans)

Division 5- Line Honours: *Farr Aweigh* (Bill Ofler)

On Corrected: *Sophie* (Nick Steyn) *Sandpiper* (Ben Taylor) *Flying Sorcerer* (Leigh Edwards)

Division 6 - Line Honours: *Sknót* (Craig Unthank)

On Corrected: *Sknót* (Craig Unthank) *Bananas* (David Campbell) *Su Mare* (David Eldridge)

Division 7 - Line Honours: *Ella Bache 18ft* (Greg Paterson)

On Corrected: *Over Easy* (Craig McPhee) *Petty Thief* (Wayne Sampson) *Mexican Wave* (Don Richardson)

Division 8 - Line Honours: *Wild Turkey* (Brett Lienert)

On Corrected: *Sonic* (Brett Pearsons) *Wild Turkey* (Brett Lienert) *Crash N Burn* (Todd Lienert)

For the full results, visit www.goolwaregattaweek.com.au or www.gryc.com.au

Vice Commodore's Report

What a great summer season

Since the last *Regatta*, the club has been extremely busy on the water. The 4-race Christmas Twilight Series, the 6-race Twilight Series 3 in January/February, the 6-race Twilight Series 4 in February/March, Dinghy Racing on the first Saturday of each month, Remote controlled model boats on just about any day, Learn to Sail Course 2 in February/March and a racing Rules session in April, Sailability each month, Summer Series Race 4, 5 and 6, and Sabre State Heats. Add to all that, the Dominant Goolwa Regatta Week as well, including The Marina Hindmarsh Island Challenge, the Doser Freight Dash for Cash and The Marina Hindmarsh Island 2013 Milang Goolwa Freshwater Classic.

....and there is more sailing to come!

Another Learn to Sail Course starts on 20th April with 6 weekly sessions, Sailability is on the first Saturday right through autumn and winter, and the Winter Series of 6 races commences on Sunday 28th April. There are also some unofficial twilight races and the Lasers and Optimists will invade in June for the Frostbite Regatta.

For all the news on GRYC racing, go to our websites www.gryc.com.au, www.goolwaregattaweek.com.au, and our Facebook page, which is awesome, thanks to Louise Edwards.

It is important to acknowledge the great support we receive from all our sponsors in staging these events, and the wonderful contributions of our volunteers that make them all happen.

Some new contributions to note

Paul Harvey has joined the Race Committee and is developing the GRYC sailing program for the 2013-2014 season. There have already been some discussions with Milang, Clayton Bay, GAC and VHYC to coordinate dinghy racing between the clubs, so that should result in some great dinghy fleets next season.

Gary Coombe has also joined the Race Committee and has developed a roster for crews on Regatta 1, Regatta 2 and Regatta 3. This is complemented by the rosters that Jeanette Coombes has organised for the Bridge crew. Together, the rosters will help us manage on-water and off-water race management support for all the events that GRYC hosts during the year.

There is always lots of fun happening at the GRYC

Locky McLaren, Vice-Commodore



Winner of The Hindmarsh Island Marina Challenge, Randall Cooper with Graham Roberts and Nigel Keyes with Andrew Chapman The Hindmarsh Island Marina and Tim Cook from Club Marine Insurance

Club Profile: Brian and Sue Doser

'You must live all you can – it's a mistake not to!'

On a winter morning in June 1964 the ever optimistic and enthusiastic Brian Doser landed in Adelaide with his parents. They had travelled all the way from Gelsenkirchen near Cologne to join Brian's brother Lothar who had emigrated to South Australia some years before. Brian faced the challenge of learning English, making friends and developing a career. Within just over a year his English was fluent. 'Fluent enough I suppose, but then I always saw the funny side of what I didn't understand,' he quips.

What sort of career could he develop? To begin with, but only briefly, he was mystified. His father had notions of starting a business and initially Lothar 'had a truck.' Father thought, perhaps we could develop a transport business, start in a small way, you know how ideas evolve.'

Brian started at a trade school where he learned to be a diesel greaser. I became the grease monkey.' That's Brian's description, but multi-talented he soon had a grasp of heavy truck mechanics and in the early days of Doser Transport the business generally relied on Brian to 'fix things.' 'I had a truck driver's licence before I had a car licence that's how back to front things were,' he says. There were times on many occasions that were bleak and lonely, but Brian typically saw them as an opportunities. 'Looking back our start in the business it appears chaotic, but then you know, it all worked out. I would drive up and down to Sydney delivering GMH parts and for those journeys, and for that time, I lived in the truck.'

As the trucking business was beginning to take off Brian's father sold out and set out to establish the much admired *Wiesental (Grassy Valley) Restaurant* in Coromandel Valley. Brian tells how his father's proposals were originally rejected by the District Court.

'A local protest group prevented the project from going ahead; but Dad had his dream and following appeal to the District Court, The *Wiesental Restaurant* was established. We had high and low times there, but Dad as the Chef and Director was determined, always determined, and it became a most successful restaurant,' says Brian proudly. Brian knows that there are many humorous and inspiring, yet untold stories about the ten active years of the Doser's innovative *Wiesental Restaurant*.

No profile of Brian could ever be credible without fulsome reference to Sue. 'Sue is my *Soul Mate*. She helps me focus and get over the low spots in my life – her hearty laugh was and still is generous and touching,' says Brian smiling. 'I met her at Brighton High School when she was 18,' Brian confesses. They married when Sue was 19 and Brian was 21. 'Sue's father was a bank manager and I had to confess to him that I had no money and no bank account, but that I still intended to marry his daughter, especially since she had accepted my proposal.' Brian and Sue laugh at their respective daring at that time. The birth of daughter Poppie and son Adam and the 40 years of their 'married teamwork' is ample proof of their delightful and much admired togetherness. Sue is a graduate Junior Primary School teacher with a fund of gentle and caring stories about her committed and happy times in teaching. She is now, of course, the ever present, smiling nurturer of the Doser family and *Doser Freight Forwarding*.

Brian's early life in Australia was tough; 'No smooth honeymoon, we worked and learned day by day,' he says with the typical Brian grin, focus and resolution. Yet by the late 70s six days a week *Doser Freight Forwarding Pty Ltd* was well established with a small fleet of trucks. In the early 1980s one of Brian's characteristic 'break throughs' occurred. Cohabiting with dancers from the Australian Ballet and Principal Singers and stage designers from Australian Opera Brian won the contract to move the Australian Ballet and Opera Company's scenery, as well as musical productions *The Phantom of the Opera*, *Cats* and *Le Miserables* from Sydney to Melbourne to Brisbane,

Adelaide and Perth. For the next 10 years the name of *Doser Freight Forwarding Pty Ltd* appeared on performance programs nationwide. 'Those contacts weren't lucrative but by God we had some fun,' says Brian characteristically. 'We were able to attend first nights of performances of the Australian Ballet and Australian Opera.'

If we take Brian's business talent as a given, the crucial question is one of psychology: the manner in which Brian Doser deals with his employees, his colleagues and friends. He is known for his sense of fun, his enthusiasm and for always being able to establish constructive relationships, but is there an introvert within the extravert? *Doser Freight Forwarding Pty Ltd* is in its 42nd year of business – a remarkable achievement from small beginnings.

Brian and Sue's 14 years as GRYC members has resulted in many sailing exploits, achievements and ever generous sponsorship. Brian remarks that 'building a holiday home on Hindmarsh Island, taking up sailing and joining the GRYC has added a new dimension to what fun in life is all about. GRYC has enriched our lives by introducing us to many new friends.'

'WE'VE HAD PLENTY OF FUN AND MEMORABLE MISHAPS WHEN SAILING.'

Brian's first boat in 1998 was a twenty foot Investigator named *Golden Hope* which was moored at the Goolwa Boat Haven. Brian completed his first Milang–Goolwa aboard *Golden Hope*. By 2000 he had purchased his Soanata 8 *High C*. Sailing with Steve Rogers *High C* was second in the fast cruising Division in the 2002 Milang– Goolwa. Brian and Steve were a good team and success in Twilight racing in *High C* became legendary, *High C* winning the Winter Series in 2004, 2006 and 2007.

'We've had plenty of fun and many mishaps when sailing *High C*,' admits Brian. In 2007 Brian purchased his Restricted 21, the fine timbered *Nautilus*. 'I thought at the time I'll give this Restricted 21 racing a go – why not?' Brian admits that he hasn't as yet got the measure of *Dolphin* and *Nerana*. However, given Brian's usual enthusiasm and, 'who knows with John Blunden on board success for *Nautilus* could not be too far away.' Brian smiles and laughs again.

Brian and Sue Doser's sponsorship of GRYC and their fundraising for the Adelaide Women's and Children's Hospital Foundation, as a result of Brian's energetic participation in the annual Tour Down Under Mutual Community Challenge, is a small measure of their generous commitment to whatever they do. Brian is a valued member of the GRYC General Committee and Brian and Sue now sponsor the GRYC Regatta Week's *Doser Dash for Cash*. Their participation and sponsorship is undertaken without any expectation of rewards – 'that's what you do,' they say. 'If you think you can help it's a mistake not to!'

Editor



Brian meets Jessica Watson OAM - world circumnavigator

Editorial Fostering Concealed Energies & Talent

Sail training and Saturday dinghy racing, along with recent summer race results has revealed old, new and youthful talent at GRYC.

Sailing ability is not a freakish knack, connected to nothing in particular – witness Randall Cooper, John Brice, John Blunden, Murray Symonds, Malcolm Doley, John Turner, Bram Portas, Louise Edwards and Peter Shiptside to name but a few. In any sailing club the talented sailors are surely the most visible indicators of the level, energy and talent of the sailing activities and lore of the whole club. What everyone in GRYC shares, often in a hidden way, comes to expression in the club sailors; in Twilight Series in Winter and Summer Series and in *Sailability*. It is as if the talented and experienced sailors are a set of dials that enable us to read and benefit from their talent and energies. They motivate us. What happens in the imagination, tactics and commitment of our leading sailors is, I suggest, closely indicative of what happens to the hidden energies of GRYC members as a whole. The social side of this club and its administration is second to none, but it is the sailing talent that ultimately gives GRYC its impetus.

It is gratifying to observe, then, that the sailing talent of Harry Cooper, Alex Blacker, Ben Doley, Andrew Pipe, Zoe Greer and Monique Haynes and soon I expect Sophie and Joe Woods, clearly shows that the energies and talent of GRYC's youth are of very high quality. Their energy, imagination and talent will give GRYC fresh impetus. Their creative mood and talents need to be fostered. This will have consummate, long-term benefits for the GRYC community.

Ben Westmorland: GRYC's New Manager

GRYC's new Manager is Ben Westmorland. He's a surfer, and guitar player with comprehensive experience in hospitality and youth hostel management. He admits that his sailing experience is limited to, 'sailing in a *felucca* down the Nile from Luxor to Aswan with my partner Raechel.' A full profile of Ben will be written in a future edition of *Regatta*. Welcome Ben, Rachel, Django and Jimi.



Ben and Raechel with their boys Django (aged 4) and Jimi (11 months).

Louise Edwards: Acting Manager

She is everywhere and capably manages everything. We all know that. Louise stepped into the job of Acting Manager at a moment's notice just before Regatta week and the 2013 Hindmarsh Island Marina Milang-Goolwa Freshwater Classic when JP resigned. Nothing is too much trouble for Louise. She addresses each task with a lightness of touch, speed and diligence that few could emulate. The ease with which Louise enters into conversation with any GRYC member or prospective member is motivating for them and they soon learn that Elanora-like laughter and a quip is close at hand. Thanks Louise from all members of GRYC for your commitment – an indelible time for the GRYC with you at the helm.

Chinese Gybe

Who knows what this is? Thanks to Murray Symonds and his crew on *Baku* we now have a clearer picture of a Chinese Gybe. At a midpoint in Saturday's 23rd March Finnis Race *Baku* crash-gybed her boom and mainsail, which swept across the deck and plunged the spinnaker pole into the Murray river along with *Baku*'s crew. John Brice following in *Away with Farries* thought that *Baku*'s enforced gybe 'was spectacular!' The gybe associated with the destruction of *Baku*'s spinnaker pole was akin to a 'death role' – especially since Murray Symonds and crew were turfed into the river. Murray S might have expected this to happen as he had another spinnaker pole to hand and *Baku* raced on to gain second place on handicap in the spinnaker class. Well done Murray.

Gordon Phillips and Ron Curnow - Vale

It is with sadness that we record the death of two valued club members; the late Gordon Phillips and Ron Curnow. Both of them were closely associated with *Sailability*. Gordon kindly loaned GRYC's *Sailability* the all purpose trailer sailer *As Good as It Gets*. When he was able Gordon sailed in *As Good as It Gets* and we remember with fondness his generosity, talent as a sailor and his commitment to *Sailability*.

The late Ron Curnow came, as he once said, 'late to sailing!' On any *Sailability* Saturday Ron was almost always the first sailor on the jetty. We remember his warm smile, his optimism and his gritty determination that refused to let age and disability get in the way of him enjoying sailing and motivating the rest of us. Ron has provided a fine example for all aging disabled sailors.

Youth and Talent

Harry Cooper, along with Ben Doley, Zoe Greer and Monique Haynes sailed Trevor Baldock's Noelex 25 *Destiny* to victory in the Finnis Race Spinnaker Division on Saturday 23rd March. Congratulations to them all! On that day one observed their talent – a delight to watch. Trevor will likely win the summer series as he has raced *Destiny* most effectively. But as with older GRYC observers he, like me, can only marvel as life's ebb tide leaves us watching and admiring youthful talent (Randal reminds me that the mean age on *Destiny* that afternoon was only 17 + years!). But remember Harry, Ben, Zoe and Monique, wily old GRYC yachties will now be watching you, and trying to improve their sailing, even as age advances.

Club Profile: John Turner

A committed man of much humour and many parts.



John Turner as few people know him!

John Turner is a man of commitment in whatever he does. One only has to observe him at GRYC to appreciate the nature of his commitment - sailing, teaching, smiling and laughing among friends. Unassuming and with a sometime quirky sense of humour, with jokes mostly told against himself, one soon learns to celebrate his love for and understanding of the techniques, ('allied of course to comradeship,') in sailing, whether in dinghies or yachts. However, given John's history with Mirror dinghies I suspect that he has a preference for the smaller, more sensitive craft.

Prior to coming to Australia, John worked with prolific dinghy designer Jack Holt building Enterprise, Lazy E and Solo dinghies as well as many others. Additional boat building experience included glued clinker Ian Proctor Osprey dinghies and Robert Tucker larger bilge-keel design Gallant and Debutante.

'YOU LEARN TO COPE WITH CHANGE'

John and Wendy Turner, arrived from Mill Hill NW London in Adelaide in October 1964. John had been recruited by Quinns of Port Adelaide to build Mirror dinghies and to use his engineering experience to 'help restore marine engines and install equipment on commercial fishing boats'. John soon became known not only for his boat building skills, his enthusiasm and talent for dinghy sailing, but also for his willingness to demonstrate the seaworthiness of Mirror dinghies. In order to advertise the dinghy John sailed a Mirror from Port Vincent to Largs Bay. 'The idea was to put Mirror Dinghies on the map.' John says that, 'Sailing across the gulf in a Mirror was a memorable nine hour sail. It took so long because we were becalmed in the middle of the sail and I found myself looking down at circling Hammer Head sharks. I soon realized that there was only 5mm of marine ply between me and the sharks! I've never forgotten that!'

John had four 'full years at Quins' but then took up an appointment at Mitsubishi Motors - then Chrysler, as a pattern maker. After some changes in direction, John eventually became the Community/Public Relations Manager at Mitsubishi. Joking, John says that 'thirty one years at Chrysler/Mitsubishi was more than a life sentence!' He has seen many changes. When John

joined Chrysler in 1968 they employed 7300 full time employees. Now the site is empty. 'Well that's change for you - you learn to cope with change,' is John's summation.

Building dinghies and sailing is John's passion, as also is playing the organ. John is an accomplished organ builder and organist (see photo) - the John Turner we hardly know! John has sailed Sabre dinghies, Tasars and National 'E's. With three fellow yachties John sailed in three Tripless races in a 20ft Randal 20 trailer-sailer. By the mid seventies John had graduated to a Duncanson 29 named *Swallow* which he sailed with Wendy out of Northhaven and from there across the gulf to Port Lincoln and later on a number of trips to and from Kangaroo Island.

'A GOOD FRIEND CAN BE A SECOND SELF'

John and Wendy have lived on Hindmarsh Island for the last ten years. At GRYC John sails with Kay Illman in his Flying Fifteen *My Folly*, and as with many Flying Fifteen sailors regrets the decline of the number of Flying Fifteens participating. Yet the absence of a hard stand at GRYC clearly limits the number of Flying Fifteen participants.

John achieved a Australian Yachting Federation Sailing Master qualification and more recently a Yachting Australia Sailing Instructor qualification along with the YA Powerboat Handling certificate.

Given his passion for dinghy sailing John enjoys teaching sailing, introducing newcomers to our sport and recreation. Along with John Brice, JT is the Principal Instructor for the GRYC 'Discover Sailing Program', training people in the club's Pacer Dinghies. 'But remember,' John says, 'sail training at GRYC would not be possible without the help of Billy Mateer, Andrew Pipe, Ross Catchpole, David Smallacombe and more recent recruits, Brian Smith, Davin Connigrove and our Commodore Brendan Murray.

'Friendship and working with my friends at GRYC is essentially a partnership. A good friend can be a second self,' says John. Participants in GRYC's *Discover Sailing Program* learn about friendship as well as sailing - thanks John.

Editor

Finniss Race 2013

Saturday 23rd March saw the final race in the DSM Construction Summer Series for 2012 / 2013. A competitive fleet of 21 yachts competed in two divisions with a great run up to the finish at Clayton Bay. The final leg up Finniss River was cancelled due to the strong wind on the nose from the west. From here most vessels dropped sails and motored up through the reeds to Wally's Landing with thoughts of the "African Queen" and the festivities in their sights.

The winners on the day were CBH Division 2, 1st *Elanora* - L Edwards, 2nd *Maid Marion* - P Shipside, 3rd *Condor* - B James: Division 3, 1st *Destiny* - H Cooper, 2nd *Beth* - R Cooper, 3rd *Karnagree* - C Blacker

Handicap Division 2, 1st *Oblivious* - R Parker, 2nd *Tijuana* - C Reiffel, 3rd *Bacchus* - B Murray: Division 3, 1st *Time Out* - B Sanders, 2nd *Baku* - M Symonds, 3rd *Galatea* - D Haynes.

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It's a small world

I recently attended the annual conference of the National Maritime Museums Council in Brisbane on behalf of Armfield Slip.

Speakers on all aspects maritime were each given 30w minutes to present their paper. The one I shall mention here was given by David Payne, boat designer and curator of the Register of Historic Vessels. Over 500 are now listed with the National Museum.

My berth for three nights was on board the good ship HMAS *Diamantina*, a frigate built in 1945 which saw service in the Pacific in the latter stages of World War 2. She is "moored" in dry dock at the Queensland Maritime Museum.

On my return from the bathroom "on shore", I was hailed by a 90 year old volunteer wearing a paint bespattered t-shirt, one George Buckingham. He proudly told me that prior to joining the Navy he had been thrown out of the Army in 1940 for being under age - he was aged 16 years and 6 months at the time!

During his time on HMAS Horsham, and while docked in Fremantle, he was put on a charge of being AWOL [absent without leave] when he was supposed to be on watch. A night on the town was paid for by 28 days in Fremantle Jail. Writing to his parents whilst incarcerated, he told them that all was well and that he was "somewhere at sea." Little did he know that the envelope would be stamped H M Prison, Fremantle!

To make up for his misdemeanour, and to get out of being a stoker, he joined Z-squad, the equivalent of today's SAS. To return to the talk on historic vessels, The Restricted 21s got a mention, along with a photograph of the proud owners of Goolwa's fleet of 21s taken at the GRYC on the occasion that they received their certificates of historic status - the boats that is, not I hasten to add, the owners.

It just goes to show that you cannot escape the influence of Randal Cooper, even 2000 kilometres away from home!

Peter Shipside

As the boats arrived at the Landing to raft up and be greeted by the Land based contingent and those that had motored up to join in the festivities, an anticipation of a good evening's celebration was evident on the faces of the skippers and their crews.

An added attraction for the night was the participation by Philip and Judy Cross from Angus Plains with their wine tasting and sales. By all accounts everyone enjoyed the wines on offer and Philip and Judy are to be commended on their participation and in joining in the fun of the night.

The club BBQ was well used and the stories around the camp fire went well into the night.

Again a great Finnis Race and BBQ by the banks of the River and to all those involved in the organisation a hearty thanks.

Make sure you come along to this event in 2014.

National Sailability and Access Championships

The national *Sailability* championships were held on Canberra's Lake Burley Griffin from 29th-31st March. Sailors with a disability representing GRYC included: Laurence Byrne, Trish Faulkner, Anthony Fraser, Jocelyn Neumueller, Yvonne Schramm and Paul Sweetman. Jocelyn, sailing with her brother Tristan Neumueller, won the two person 303 Championship trophy. Congratulations to Jocelyn and Tristan and all GRYC participants.

Brian Southcott



Tristan and Jocelyn Neumueller on Lake Burley Griffin during National Championships.

As Good as it Gets donated to GRYC Sailability

On Saturday 6th April Mrs Barbara Phillips attended GRYC to formally present GRYC *Sailability* with the all purpose yacht *As Good as it Gets* in memory of her late husband Gordon Phillips. A plaque is inserted on the inside of the transom commemorating the significant contribution to *Sailability* of the late Gordon Phillips. GRYC is most appreciative of this generous gift from Barbara Phillips.



Gallatea and Destiny BBQ bound after a successful race!

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