



GOOLWA REGATTA YACHT CLUB
Established 1854

REGATTA

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The Official Journal of the Goolwa Regatta Yacht Club



**Congratulations to Rick Eylward OAM
for Service to Sailing**



Robbo's move to the Dark Side !!! "The Grateful" see page 3

From the Commodore ...

As we approach June and the AGM, I've been thinking about the year that is nearly past which also signals nearly 12 months for me as the Commodore of the Oldest Yacht Club in Australia and surely one of the most active and vibrant clubs in South Australia too!

continued over the page >

GRYC 2019 Annual Dinner

Saturday 15th June -7pm at The Goolwa Bowls Club

Cnr Goyder St and Wildman St, Goolwa

Our Chef for the evening is Joel Cousins of Bombora

\$70 per head

Please book tables of 8 early with Jade at the Club

Entertainment by our favourite five piece band "Matt & The Maniacs" playing all the hits from the past. Dancing is encouraged but not mandatory!

You will be able to roll a few ends on the grass from 6pm with instructors from Goolwa Bowls if you are interested

GRYC

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From the Commodore (cont) ...

Most recently we hosted another successful South Australian Secondary Schools Team Sailing State Championships – this year with Elder's Insurance as naming rights sponsor. This event showcases our Club and is an investment in sailing and in future GRYC members. The GRYC has been selected to host the event in 2020 which gives an indication of not only how well we host this event but our excellent facilities and location that we have on our doorstep. The event would not have been possible without the significant help of our volunteers – thank you!

The Finniss River Vineyard/Coorong Quays Hindmarsh Island Goolwa Regatta Week went off without a hitch – well almost - The Tune Up Race and associated activities had to be cancelled due to the extreme heat – over 47 degrees. All other events went off without a hitch and we were truly lucky to have fabulous weather for the main event, the Milang-Goolwa Freshwater Classic. 2020 is the 50th edition of the Milang-Goolwa Freshwater Classic and the Organising Committee are working on ways to acknowledge this milestone. If you are available to assist in organising events, please let me know.

Our annual racing program kept many of us busy with a variety of formats. Few clubs can garner the numbers we do and it is great to see new boats and crews on the water on a regular basis. Notably the Sharpies have been making an appearance and will be back this October for their Sprint Series.

There have been some adjustments to the way our Club Champion is calculated (details in the GRYC Sailing Instructions) so it will be interesting to see who takes out this coveted award in 2019!

This year's Annual Dinner and Presentation Night will be held at the Goolwa Bowling Club. I hear rumours of some barefoot bowling for those who come along early... more details will be available soon.

Later in Regatta you will find information on the filling of General Committee positions. If you are interested in getting involved at this level, either now or in the future, please do not hesitate to contact me.

Our sponsors are key to the financial success of this club and this year we have welcomed on-board Finniss River Vineyard, Elder's Insurance and Harcourts Real Estate. The full list of our event sponsors can be found later in this edition. It would be significantly more difficult to offer the program we do without them. I encourage all club members to consider these businesses when making your purchasing decisions.

Louise Edwards, Commodore.

The Annual General Meeting 2019

of the Goolwa Regatta Yacht Club Inc.

will be held at

GRYC Clubhouse, Barrage Rd, Goolwa

Sunday 16th June 2019 at 1100 hours

Notices of Meeting and Nomination Forms

will be emailed to all Life, Veteran, Senior and Associate Members. If you wish to receive a hard copy please contact the Secretary via email to secretary@gryc.com.au or via post to PO Box 321, GOOLWA, SA 5214

General Committee Members Election

all positions to be declared vacant. Voting Members (Life, Veteran and Senior) may nominate a Voting Member to the positions of Commodore, Vice-Commodore, Rear-Commodore, Secretary, Treasurer and five (5) General Members on the prescribed Nomination Form. Forms, signed by Nominee, Proposer and Seconder to be delivered to the Secretary by 1700 hours, 17th May 2019

Special Business Items

from Voting Members (Life, Veteran and Senior) to be delivered, in writing with full text of motion and stating the reason for raising the business, to the Secretary by 1700 hours, 25th May 2018



AGM Lunch

Sunday 16th June, 2019

Complimentary 'Traditional' Ploughman's Lunch
at 1.00pm following the AGM

Vice Commodore's Report

It has been a stellar season that has past, right from Opening Day to the Milang Goolwa/Regatta Week and the S.A. Secondary Schools Teams Racing Championships - we never seem to stop. There are so many events packed in between these major ones that we as members need to thank our volunteers for their efforts and Club Manager Jade for her answering the phone on her days off to keep the organising going forward. We also have a group of event team leaders that run different areas on these occasions and to them we owe our thanks.

We have guest Chefs and Cooks over the off-season on Friday nights after winter twilights, with a range of food and delicacies for your enjoyment. Please book early for these events as places are limited and after last year's success it is sure to be a crowd pleaser. This year we hope to have Roger Rees and his barber shop quartet to entertain us on one of the evenings, depending on their world tour dates.

If there is anyone who would like to be the next Vice Commodore of the oldest yacht club in Australia please let me know your intentions - hat and shoe size would help - and I can make the necessary arrangements.

To the other flag officers and committee members, thanks for your efforts over the last year, we have done so much in this country yacht club and we continue to punch well above our weight in respect to the events we organise and conduct.

With the cooler weather upon us the GRYC is a great place to meet after work on Friday for a red or rum and stand in front of the fire and conjugate some verbs and discuss the past week with who ever will listen. Anyway, hope to see you all at the Annual Dinner and AGM mid June.

Randal Cooper
Vice Commodore of the oldest yacht club

.....

Poco Loco Goes to Lincoln



see page 11 for more ...

'The Grateful'

You may have being wondering why Robbo has taken up the occupation of boat builder!!!!

He has purchased a wooden cruiser with some interesting history.

The story starts!!!!



Built by Jack Pompeii Boat Builders Mordialloc Victoria in 1950 of Huon Pine Planking – originally with no calking. Designed as a net boat for Port Phillip Bay.

Length – 7.5metres

Beam – 3.3 metres

Draft – 0.9 metres

Previous Owners:

Dennis & Irene Haywood - Tasmania

Purchased by Glenda & Rodger Hedley in 2001, The Grateful motored across Bass Straight (yes Bass Straight) to Lakes Entrance, was transported to Echuca by road, then travelled down the Murray River to Goolwa.

Most recently purchased by Graham & Lyn Roberts in 2018, after it was recovered from sitting on the bottom in the Marina.

Robbo is in the process of major work on the aft cabin area, and on completion is planning to do some cruising with Lyn.

Testing the boat before cruising will involve participating in some COBWEB events and of course several trips to Clayton for lunch.

Robbo in some ways feels he has gone to the "dark side" by now owning a motor boat, but he claims his real reason is to lower the average age of the competitive sailor at the GRYC.

We look forward to the progress on the rennovations and will look out for the The Grateful on the pond.

The story continues!

Radio Yachts - 8 years on!

Radio Sailing at GRYC began in 2011 using 'phantoms' a low cost entry yacht.

Following considerable modifications they are now a joy to sail.

There are still Phantoms sailing in our fleet but these are vastly different to the what came out of the box 8 years ago.

The International One Metre (IOM) design from the mid eighties, has proven to be a readily transported, easily constructed yacht using non exotic materials (wood, fibreglass, etc) for hull and rigging.... although carbon fibre is now allowed for the keel.

They have specifications for weight and rigging allowed for the many designs within these parameters.

It has allowed yachts designed early on in their development to still be sailed competitively.



Phantom leading a One Metre in close racing

Our group has migrated almost entirely to this (IOM) type of yacht.

They are elegant and fast in light conditions and plane at incredible speeds in 25+ knots with their 'C' rig.

They are extremely sturdy yachts with well-designed and strong fittings.

We currently have a fleet of about 15 different yachts regularly sailing on our challenging course.

We appreciate the co-operation from yacht owners in sharing this space.

We have a system of handicap starts to allow for the variation in skill level and yacht speed, to give all sailors excitement 'in getting the gun' and to make the finishes often very close and exciting.



The fleet heading back to the Marina

The sport of radio yachting is organised world wide. So there are National and State Championships held annually and World Championships biannually.

We had two members, Norm Wallis and Peter Mitchell sail in the IOM National titles this year.

Peter was middle of the fleet – good for first time – while Norm's yacht had technical issues making for a long event.

Interestingly, their sons finished 1st and 3rd!

The State titles in April saw Ben and Peter compete, finishing middle of fleet though, 3rd and 5th amongst SA sailors.

It is to be hoped that more of our sailors might consider these events in future.



We sail rain or shine all year – prefer the shine although mixed makes an amazing spectacle.

We encourage GRYC members to consider moving to this activity or at least give it a try sometime.

We sail on Friday afternoons before the twilight races.

Come and have a try one day!

Sailability

Numbers of participants are continually increasing, and with the advent of the NDIS referrals to us as an activity for people with a disability has seen our group increase to a stage where it is believed we are now the largest. Our attendees come from Adelaide and all over the Fleurieu district.

We are in a fortunate position that our equipment is up to date. We now have additional slings and PFD's and a new dinghy following a successful grant received from The Variety Club.

Our fleet now comprises 10 x 303's, and a single person Liberty. Our day sailor (As Good As It Gets) is utilized most Sailability days, and was antifouled by the TWG last year, and results speak for the calibre of the work done, with a 1st placing in the Non Spinnaker division of the Christmas twilights.



Race return under the Bridge from Birks

Our dedicated group of volunteers (we always need more) are to be congratulated on the efforts they put in each month, in giving the opportunity for people with a disability the experience of sailing.

Then there is our group of ladies (under the leadership of Lyn Roberts, and sausage man Robbo), who put together a wholesome lunch at a very moderate cost. Goolwa Sailability is known amongst other entities for their lunches, and our group does appreciate the efforts that our ladies do.

If you would like to volunteer with the Sailability group, you can be a crewmember, the docking area, kitchen, or whatever suits your abilities, and you will get the satisfaction of giving people with a disability the opportunity to sail.



It can happen to the best of sailors...

Tuesday Working Group

Each Tuesday approximately 14 guys of increasing ages meet, and discuss over a beverage and a fruit cake baked by Lyn Hancock, the work agenda set.

As you would expect, with a cross section of life skills, conversation can vary as to how best to do it.

Over the past 12 months we have endeavoured to maintain the Club's appearance and ambience, and in so doing save our Club the expense of employing a tradesperson.

Tasks you may have observed include a new housing over the marina fire pump, and the marina planking has been re-screwed.

Attenuators are receiving ongoing maintenance, which is turning out to be a huge and dirty job.

Mooring lines that need attention are now being replaced with black rope which is believed to be more resistant to our weather conditions.

By being black, it gives a good indication of lines that have received attention.

Painting of the new swing door for the galley/Kinnear room, and the double front doors has been completed.

The front doors are now more inviting and serviceable in the Club's royal blue.

To finish off the doors, kick plates are to be installed, saving much scuffing.

The above is just a small resume of what has been done over the past 12 months.

Our mornings always end with a "debrief" and a much appreciated lunch (\$5.00) put on by David Smallacombe and his assistants.

Profits from our lunch, and the funds from the recycling of the bottles/cans is held on behalf of the TWG, and thus we are able to support a Club project, or equipment purchase.

So if you would like to join the Tuesday Working Group, you are most welcome to come along and add to the expertise of the group, and receive camaraderie and satisfaction that you are returning something to your Club.



Goolwa to Wellington Race - April 13, 2019

The Race

The day started with little to no wind, and what wind there was, came from the East. Unfortunately the conditions discouraged the multihulls from competing but we still had 9 boats entered as well as Serenity cruising with the racing fleet. Prior to the start, the racing fleet of 9 reduced to 8 due to a retirement because of the uncertain conditions. This left 5 boats in the spinnaker division and 3 in the non-spinnaker including 3 visiting boats from Clayton. The PRO decided to have the fleet motor upstream for as long as it took to affect a good start with the prospect of reaching Wellington before dark. It was the right decision but meant we were past Point Sturt before we could turn off our motors and start the race.

When the race finally started, both divisions started together in about 4 knots of breeze. The course was shortened just over 2 hours later with the fleet not quite reaching Narrung.



The COW Perpetual Trophy

Destination

Wellington was still about 3 hours motoring away but we reached the hotel landing in good time to relax on board and socialise for an hour before heading up the hill to the pub for dinner. With our two tables for ten, the dining room appeared to be fully booked. The menu was extensive and the food was great.

Presentation

The prizes for the two divisions were the customary glasses. First place in spinnaker division went to Anoqua, Geoff & Julie Perry and in the non-spinnaker, Isabelle Grace, Klaus Schulz with crew Peter Lomman. The inaugural Cow Perpetual Trophy for the fastest on corrected time across both divisions requires some explanation. Harry Cooper has been pestering the crew of Anoqua for about 6 months to donate a cow as overall first prize. The logistics of the task made this unlikely so the solution was to present a cast metal statue which actually comes from Pamplona in Spain. Yes, they do have cows in Pamplona as well as bulls! The deal is that it is retained by the winning skipper until the next Wellington race (it will not be appearing in the Club's trophy cabinet). Unfortunately the trophy went to Anoqua, so the cow finds itself back (albeit temporarily) in Hahndorf. (see above).



Thanks to the three boats and their crews from CBBC for making this iconic event a success... Craig and Gill McPhee on Paris, Klaus Schulz (with Goolwa crew Peter Lomman) on Isabelle Grace and Fred Meuring and Garry Jongewaard on Shimmer. Thanks also to Rick and Juris on Regatta 1 for starting, finishing and shadowing the fleet the 37 nautical miles to Wellington.



Team Sailing

The State Secondary Team Sailing Championships were held in the school holidays at the Goolwa Regatta Yacht Club with 22 Teams including the local Investigator College (based out of the GRYC) having 2 teams entered with a mix of experience from seasoned veterans from year 11 and 12 to first time competitors from years 6, 7, 8 and 9.

The first 2 days of competition was intense for the 22 Teams with the Top 10 teams locked in a heated battle to make the final 4 berths in the Finals.

Our local Investigator team 1 started well and was in the top third of the draw throughout the regatta, racing against the top teams and holding their own. Team 2 had a tough first day but Day 2 had some strong wins and finished up 17th at the conclusion of Day 2.

Unfortunately, strong wind conditions meant no racing for the majority of the fleet on the final day, with just the top four teams going through to finals. Investigator 1 finished 3rd and raced off against Concordia College in 4th. Disappointingly they lost the best of three race series and were eliminated. The racing was close and exciting and in strong conditions which favoured the heavier teams. Concordia then progressed past Sacred Heart College finally losing out to eventual Champs, Westminster College. The organisers are very proud of all the kids who showed great skills and sportsmanship.

The GRYC did another superb job of hosting the regatta and have the honour of hosting the event again in 2020. Thank you to the Sponsors and well done to the committee consisting of Louise Edwards, Bruce Konnings, Jade Irvine, Ben Kelsey and all of the GRYC volunteers who made the event great!

Aqua Spectacular



Team Sailing



Dash for Cash



Millang to Goolwa



Wooden Boat Festival



Marina Challenge



South Australian Wooden Boat Festival

The 2019 South Australian Wooden Boat Festival was held at Goolwa on the 27th and 28th of April, showcasing some of the finest wooden river boats, yachts, kayaks, speedboats and paddle steamers.

The two-day festival based at the Goolwa Wharf Precinct stretched along the river including the Armfield Slip, Goolwa Regatta Yacht Club, Fleurieu Function Centre, Aquacaf and the Goolwa Aquatic Club.

The weather over the weekend provided a fabulous festival and great sailing!

The restored 'Brigand' was moored at GRYC and a display of historical information associated with this vessel was on show.

Thank you to all who volunteered their time during the weekend on and off the water. There were quite a few GRYC members who participated in the Restricted 21s and Vintage yacht races on both days.

Poco Loco goes to Lincoln

Another week (A little bit Crazy!) of excitement!

Adelaide to Port Lincoln offshore race

Preparations for the Adelaide to Port Lincoln race began two months before. Tom Kennedy was given the frantic task of getting Poco Loco in ship shape for the category 3 offshore race. All the category 3 requirements were completed just in time for race day on Friday 15th of February, with many doubts from race officials and other competitors (would Dan have it any other way?). The crew was Dan Haynes (skipper), Sandra McKay (rail and jib), Monique Haynes (rail and jib), Tom Kennedy (pit/all-rounder), Marcus Halloran (rail), Harry Mitton (foredeck), Marty Hood (foredeck) and Jake Clark (main and spinnaker). Poco Loco was at the right end of the line and only seconds off the gun.

Given that the crew were new to the boat, with no previous spinnaker practice, our maiden spinnaker hoist in the middle of the night with 20 knots on the beam shows just how "gutsy" the crew were. With a perfect hoist it was slightly premature with the wind changing on the nose as we pulled away from Marion Reef. The spinnaker drop was haphazard and releasing the halyard early, dropping the spinnaker, pulled us around into what can only be described as a horrendous Chinese gybe. The crew was fairly shaken up with some not too enthusiastic to hoist the spinnaker again!

We caught our breath and hoisted the BRO, sending us flying like a stealth bomber past all the boats who overtook us in our little mishap. By the end of the race everyone was exhausted, some of us managed to catch some shut-eye before dawn but it was minimal. We landed in Port Lincoln at 1:12pm, placed 13th in IRC, and honestly we surprised a few people by finishing at all and in one piece!

Port Lincoln race week

The following week was Port Lincoln Race Week with six races scheduled. Harry Mitton could not sail during the carnival and was replaced with Alex Blacker. Day one was our most trying day with two windward leeward races in strong winds. Despite our first spinnaker set and drop being spectacular, there was still a lot of work to do with our spinnaker work. After "prawn trawling" on more than one occasion, Poco placed 5th on IRC in both races.

The 3rd race was a long course out around Cape Colbert to Shag Rock and back. This race was an absolute cracker compared to the day before.

We were finally working as a team and our kite drops were much better. The winds were much lighter but still had Poco moving, and showing the fleet what we can really do, placing 2nd on IRC.

Race 4 was a race to Megga's BBQ. This is where the racing turns into festivities and everyone gets to relax on the beach and eat, drink and be merry! The weather was perfect for a race and a BBQ, the winds were light and Poco got to show the fleet once again how well we can move and placed 1st on IRC.

On the final day of racing, two more windward leeward races were squeezed in. These two races were much less grueling than day one and by this stage the crew were working well together. Wishing we were able to start all over again at the skill level we were at by the end of the week.

From the first race Poco placed 2nd on IRC with minimal issues. As we headed back to the start line for the second race it got postponed due to light winds. Luckily it was started just in time before the cutoff and Poco placed 2nd on IRC once again.

By the end of these races though, everyone was getting weary and keen to get on shore for a snooze and a big night at presentations, held at the Port Lincoln Hotel. The Poco Loco team won a 2nd place trophy on IRC.

Overall a great time was had by all and Poco Loco survives another adventure....



Sail Training

Through the hard work of a group of GRYC members, the club offers a range of sailing courses including: start crewing, learn to sail keel boats, power boat handling and discover sailing.

As of next season, our trainers will be qualified to offer the Yachting Australia 'Start Racing' course, further supporting our recruitment of active sailors.

2018-19 has been a highly successful year for Sail Training at GRYC as demonstrated via several measures.

There were 21 participants who undertook a range of GRYC boating courses, including 6 women undertaking an introduction to helming offered in July.

Of the various course participants, most were new GRYC members (Associate Membership is included in course costs), 10 of them now crew on GRYC boats and 3-4 have brought new boats to our fleet.

These sailors and boats are a useful reminder of the added benefits of training programs to the sustainability of the club.

If you need to recruit race crew, we encourage you to consider contacting the GRYC Manager so she can forward your details to those delivering the training programs.

The 2019-20 sail training calendar has been developed, with a general introduction day for all courses being scheduled for June 20th.

Depending on the course, various practical, racing and helming activities will ensue.

GRYC have been successful in gaining an Office for Recreational Sport and Racing Active Club Grant to offer subsidised sail training courses for women.

Details for this and other courses will be displayed on the GRYC and Australian Sailing websites.

The success of programs as those described above, are enabled through the hard work and generosity of trainers and support teams.

The training support offered by Peter Britton-Jones and Brendan Murray is extensive, greatly valued and an important financial contribution to the club.

Special thanks also to Brian Smith and Murray Symonds who assist with additional boats and support for training days.

Kate Andre

COBWEB Cruising

The COBWEB cruises continue to be the highlight of the GRYC cruising calendar with monthly midweek cruises to destinations including the Coorong, Wally's Landing, Clayton and Narrung.



**Crazy
Old
Blokes
With
Expensive
Boats**

*There's more of us
than you think ...*

While all events have been very successful, the overnight trip to Narrung was a particular highlight of the 2018-19 cruising calendar.

Following a pleasant transit across Lake Alexandrina, six boats tied up to the Narrung jetty for the night.

The surprise event was a tour of the Raukkan Aboriginal Community with transport provided by several peninsula locals.

The tour included a Welcome to Country by Shaun Weetra and tour commentary by the community elder Clyde Rigney.

The opportunity to access the museum and church, plus view the range of historical artefacts on display, was greatly appreciated by those in attendance. The Guido van Helten mural on the medical centre depicting health workers of the past, present and future is also very special.

Upon our return to the Narrung campground, several hardy souls caught the ferry across the Narrows to have sunset drinks at Point Malcolm Lighthouse. A BBQ, camp fire and guitar rendition ensued.

The COBWEB cruises provide the opportunity to undertake a midweek cruise in the company of other GRYC boats and mariners. In addition to providing companionship and a community spirit, this can be a useful way for inexperienced boaties to push the boundaries of their geographical experience.

There are a team of members who enable these outings to occur, non the least being David Smallacombe. For those not familiar with COBWEB Cruises, David is your go-to man, though I understand he would very much like to pass the mantle on.

Most events start with a cooked breakfast, followed by a leisurely tour to the destination.

Thank you David for yet another successful year of COBWEBing.

Kate Andre

Grants

We have taken the “you’ve got to be in it to win it” approach to grant applications over the last twelve months.

Sadly, we did not win the largest application, a Commonwealth Community Sport Infrastructure Grant for an extension of the bridge, plus a raised spectator deck.

We only recently received final notification of this outcome and will be seeking further detailed feedback, but are cognisant that with 2,050 applications and \$396 million in grant requests, the chance of success was always going to be challenging.

We have however had a few wins.



Our successes include an Alexandrina Council grant in support of Regatta Week; an RAA Regional Safety Grant for a chart plotter to be installed in Regatta 1; an \$11,000 Variety Club grant for a new sailability boat, sails, lift slings and other safety equipment; plus a State funded Active Club Grant for \$4,500 to subsidise sail training courses for women.

We still have two grant applications currently under review, namely and Office for Recreational Sport and Racing (ORSR) Active Club Program Infrastructure Grant application for clubhouse airconditioning and a central table for the kitchen and a second ORSR application to subsidise first aid and service of alcohol courses for members.

Each of the above submissions, whether successful or not, have come about as a consequence of input from members and their various contacts.

My thanks to those of you who contributed ideas, concept plans, quotes, letters of support or reviewed these submissions.

This support is invaluable.

Kate Andre

The Guest Chefs for Winter 2019



Some of you have already experienced these fantastic events;

The first this year was presented by Graham Foristal & Sherri Larson - an Aussie Asian Evening - great food, good service and a very happy crowd.

Next events are as follows:

May 24 th	La Tattoria Elanora (sounds exotic??)
June 28 th	Mr Chris Sedunary
July 26 th	The Nicole & Darcy Extravaganza
Aug 30 th	At Home With Kate & Joe
Sep 27 th	An Evening With Caroline & Trevor Butcher

Please book and pay early for these events to secure your place at a table.

If you would like to be involved in the background for any of these events, please contact the convenor and offer to help.



Harcourts Frostbite Regatta 8th & 9th June

If you have some time to spare and would like to help with the the upcoming Frostbite Regatta, particularly on the Saturday, could you please let Jade Irvine gryc@gryc.com.au or 8555 2617 know as soon as possible?

We are particularly looking for help with set up/pack down and bar.



Join the Volunteers Workforce



The Club needs you !!!

Life Jacket Regulations

Which **lifejacket** do I need?

RESPECTING OUR WATERS

MR15003 06/17



Level 100

A level 100 (also referred to as PFD Type 1) is designed to keep you in a safe 'face up' floating position.

- * They are the minimum requirement for semi protected and unprotected waters
- * They can be worn for general boating in all waters
- * Not to be worn on PWC



Level 150

A level 150 (also referred to as PFD Type 1) provides greater buoyancy support when a higher level of performance is needed.

- * May be inflatable and if so must be serviced every 12 months or in accordance with the manufacturer's instructions
- * Designed to keep you in a 'face up' floating position
- * Suitable for general boating in all waters
- * Not to be worn on PWC



Level 50

A level 50 (also referred to as PFD Type 2) have less buoyancy than a level 100 and will not rotate you to a 'face up' floating position.

- * Normally used for sailing, kayaking, canoeing, wind surfing and on PWC



Lifejacket checklist

- ✓ Do you have the right lifejacket for the area you will be boating in?
- ✓ Are your lifejackets suited to your activity?
- ✓ Do you have enough lifejackets for everyone that will be on board and are they the right size?
- ✓ Are your lifejackets in good condition and maintained according to the manufacturers instructions?
- ✓ If you are boating at night, do your lifejackets have reflective tape to help others see you better? Consider fitting water activated lights to your lifejackets.

A label for a compliant lifejacket will include the following:

- * Manufacturers details
- * Certification information (Australian Standards)
- * Year of manufacture
- * Details on limitations of use
- * Device level or type of lifejacket
- * How to wear, care for and operate your lifejacket
- * Body mass, size and buoyancy information

Life Jacket Regulations (cont ...)

Level 50S

A level 50S (also referred to as PFD Type 3) has similar buoyancy characteristics to the level 50 but is manufactured in a wider range of colours.

- * Favoured by waterskiers, wakeboarders, kayakers and canoeists
- * They may also be available as a built in garment (eg waterskiing wetsuit)



Make sure your lifejacket fits !

It's a good idea to try the lifejacket on in the shop before you buy it.

- * Choose a lifejacket for your weight range and make sure the size/cut of the lifejacket is suitable. It should fit snugly without being confining or riding up on your body.
- * Make sure the neck section does not ride up around your head.
- * A crotch strap will prevent your lifejacket from sliding up around your neck and will prevent you from falling out of the bottom of the lifejacket, which is especially important for children.
- * Choose a lifejacket that is appropriate for the location you will be boating in and for the activity.

Once you have purchased the lifejacket and before you go boating, put the lifejacket on and become familiar with the flotation characteristics in a controlled environment such as a swimming pool.

Get a feel for the lifejacket by moving about, swimming and floating. Try jumping from the side of the pool into the water - you will see the need for a firm, fully fitted and correctly worn lifejacket.



Lifejacket requirements in South Australia

New regulations relating to wearing lifejackets will come into effect from 1 December 2017 and all boaters need to know what to do to make sure that they, and their crew comply.

Special provisions for children:

When a lifejacket is required to be worn by children less than 12 years of age or 40 kg, the lifejacket must not be of the type that inflates.

Motor boats less than 4.8 metres in length:

Everyone on board the vessel must wear a lifejacket suitable for their area of operation and activity, at all times when underway or at anchor.

Boats 4.8 metres to 12 metres in length - with or without an engine:

Children of or under 12 years of age must wear a lifejacket at all times when on the open deck at all times when underway or at anchor.

In circumstances of heightened risk, each occupant in the open area of a vessel of not less than 4.8m but not more than 1m in length must, at all times while the vessel is underway or at anchor, wear a lifejacket level 100 or above in unprotected waters or a level 50 or 50S in semi-protected or protected waters.

- * When operating alone
- * When operating after sunset or before sunrise
- * When the boat is disabled
- * When crossing an ocean bar
- * At times of restricted visibility
- * When in an area subject to gale, storm force, hurricane force, thunderstorm or severe weather warning from the Bureau of Meteorology
- * When reasonably directed to do so by the master of the vessel

Tender vessels

If a motor vessel is a tender to another vessel the occupants must wear a lifejacket in accordance with the requirements set out above, in accordance with the boat length.

Dragon boats

When operating in unprotected waters all persons aboard must wear a lifejacket level 100, or level 50.

When operating in semi protected waters or protected waters, a level 100, 50 or 50S.

Information contained in these 2 pages has been extracted from the brochure "Which lifejacket do I need?" published by The Department of Planning, Transport & Infrastructure of the Government of South Australia.



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