

REGATTA

THE OFFICIAL JOURNAL OF THE GOOWLA REGATTA YACHT CLUB

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COMMODORE'S REPORT

"Do you want to know a secret?"

Winter tends to be a quiet time at the GRYC but this year was an exception. The clubhouse has been a hive of activity with Bistro and 'themed' BBQ nights, wonderful sailing, and the re-emergence of a radio-controlled model yacht group. Every Monday and Friday afternoons up to 20 boats can be seen racing within the Marina. The State Laser fleet held its annual 'Frostbite' Regatta in June, a weekend shared with Optimist Association sailors. I once again had the pleasure of announcing Randal Cooper as a very worthy Club Champion at our Annual Dinner and Presentation Night, a most memorable evening attended by over 100 members and guests.

RANDAL COOPER A WORTHY CLUB CHAMPION

The partying of the night before was soon history as the AGM got underway on the Sunday morning. I would like to thank all those members who contributed some very meaningful discussion as we worked through a number of issues. For those who didn't make it, I have to admit to making two additions to my previously circulated Report. I launched an Appeal for funds to purchase a replacement vessel for 'Regatta 1', which has served the club well over the past 28 years but is sadly approaching the end of its useful life. Our target is \$70,000 and I am grateful to a number of personal donations on the day that amounted to almost \$6,000. Just \$64,000 to go! To be responsible with our finances, I believe it important we don't incur

such a large expenditure until most of the money has been raised, so we will now focus on this Appeal for the next couple of years. It is my hope that we will get at least half way there by this time next year.

My second announcement was the establishment of a **Goolwa Regatta Week** to complement the **Freshwater Classic**. It has always amazed me that a town like Goolwa doesn't have a major tourist attraction in January. A **Regatta Week** will introduce more people to the club and hopefully make the Milang race more attractive to sailors from interstate. The **Goolwa Regatta Week** will be a 9-day festival of river based activities starting on 14th January and culminating with the **Freshwater Classic** on the 22nd. Corporate responses to our sponsorship appeal have been excellent and I am pleased to announce *The Marina Hindmarsh Island* has been awarded naming rights to the Milang - Goolwa race.

A REPLACEMENT FOR REGATTA 1 "JUST \$64,000 TO GO!"

The new season gets underway with a flourish on 24th September with our New Members Night, our 2nd River Life Photographic Exhibition over the 'October long weekend', our first twilight race of the season on 7th October and of course our Opening Day on the 8th October. The GRYC is 'buzzing'. Come along and share the spirit.

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And what of the 'Secret'? Make sure you attend Opening Day to find out. A clue? Think Sydney-Hobart, think 'Secret Men's Business'.

Don Richardson



Opening Day

Opening Day of the 2011-2012 sailing season is Saturday 8th October, 2011. The official opening will take place at 2.30pm at GRYC with the special guest Geoff Boettcher, skipper of yacht Secret Men's Business 3.5. The sail past is 3.30pm.

New Members Night and Club BBQ Saturday 24th September, 2011

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Laser Frostbite and Optimist State Sailing Championships at Goolwa

Our eyes do it for us. We drive into the Goolwa Regatta Yacht Club and walk to the club room and see so much activity on Saturday & Sunday 11th & 12th June. Immediately we sense delight with competitors launching some 30 Lasers and children and parents rigging 16 Optimists; *Hurricane Harry*, *Lightning Flash*, *Impossible Princess*, *Mean Machine*, *Sharky*, *Destination Unknown* and *No One Knows* to name but a few. Enthusiasm and delight abounded.

Among all this rigging and preparation the most satisfying and also the most nautical, was the unifying camaraderie, commitment and co-operation of everyone involved. This time as ever there was the race master (who else but Rick Eylward?) and his crew JB and Yachting World cameraman Vice Commadore Brendan Murray. There is the youthful Rick advising about the triangular course, all participants appreciating Angela, Tricia and Robyn's coffee, brownies, lamingtons ("no more than one brownie and lamington at a time children!!") and of course, the warming soup and the popular hot dogs, as well as JP's log fire that warmed sailors young and old on these blustery ten degree days.

Soon we are watching Laser racing. "It's a simple pleasure," claims a veteran sailor, but to me it's hardly simple on the windswept Goolwa basin (plenty of white caps and winds up to 20 knots on the Sunday) away from the cosy security of the GRYC clubhouse. Yet we watch enthralled at the juggling to achieve a windward start, the odd collision and capsized and then sailing along the start line hoping to avoid jumping the flag. As we stand on the jetty some of us shiver as if caught in some mini winter of our own. Stalwart we watch the racing before retreating to JP's log fires.

CAMARADERIE, COMMITMENT AND COOPERATION ... OF EVERYONE INVOLVED

A 12 knot south westerly breeze has sailors, some barefoot in shorts, others sensibly clad in wetsuits, tacking and gibing endlessly in the minutes before the start. Spectators talk and point: "that's James whose just 12 in the number 2 boat," "that's Simone in the blue boat...it's only her second time in a Laser, that's the girl from Darwin and she's the State Laser Champion!" Children delight their parents by just participating – "so much to discuss when the racing is over". "John (Bryce) and Paul (Harvey) have experience on their side – but not alas, youth!"

Sailors share their enjoyment with spectators; that was the sense and mood of this weekend. And the joy of Laser sailing is that everyone is equal with competitors ranging in age from 12 years to 60 years plus. "Everyone is equal" means, among other things, that there is no need for appeal against handicapping, and jumping the start; having to complete a 360 and be 50 metres or more behind the fleet is easily accepted as part of the fun and élan of the event.

Lasers soon spread out towards the first mark. Some sailing far to windward towards the club jetty before tacking while others set off for the shore of Hindmarsh Island. Spectators wonder which Laser is in the lead and who is the best tactician? Ultimately they all converge as rounding the first mark there is little to choose between first and tenth position. Brendan's movies, watched eagerly over lunch and tea on the club's new TV screen, shows competitive sailing as ten Lasers together converge on the top mark. It's a scramble but no collisions!

TO TAKE HOME A LASER OR OPTIMIST TROPHY IS A BONUS

What is obvious is that it was the event that mattered not necessarily who wins – but of course for a child or adult to take home a Laser or Optimist trophy is a bonus. Just observe the delight of Optimist sailors as each child received an award at Sunday's presentations. There were glances and nudges and smiles of delight when Optimist sailor names were announced. Families glowed.

Imaginative and skillful sailing and enjoyment of the event was always to the fore. Plenty of endeavour, patience and plenty of tactics brought their rewards, although just being at GRYC participating and observing was enough. At the end of each race are familiar faces and eyes that see fellow sailors, among fellow supporters, who listen to Laser and Optimist talk. What delight these GRYC State Championship days! Laser and Optimist sailing and racing is a compelling, nautical event. Participants look forward to returning to GRYC in 2012.

REAR COMMODORE SPREAD THE WORD

Spread the word. The water's back and *The Marina Hindmarsh Island January 2012 Milang Goolwa Freshwater Classic* race is on!

As Event Director, I have already developed great respect for the efforts of others who have staged this event in the past. Good progress is being made by the Steering Committee on all aspects of planning for this year. We are confident this will be a special relaunch of this iconic event. We have very solid sponsorship that will underpin the event for the next few years. In addition to The Marina Hindmarsh Island (our naming rights sponsor), we have major sponsorship agreements with CMI Toyota, CMV Trucks, Nautilus Marine Insurance, and Bendigo Community Bank and Alexandrina Council.

The establishment of the Goolwa Regatta Week has added a new dimension. A Marina Challenge will officially start proceedings on Saturday 14 January, and there will be a lot of activities on and off the water during the following week, including the Dash for Cash on Friday evening the 20th January, 2012 and culminating in the Freshwater Classic on Sunday 22 January.

The poster design, articles and press releases are all set to go. The Notice of Race and Nomination Forms are being finalised. Mesuva Web Development has been contracted to develop www.goolwaregattaweek.com.au as the focus of Milang Goolwa and Goolwa Regatta Week information, with strong links with the GRYC web-site. We expect to use TopYacht to allow on-line entries, which will streamline that process significantly.

The community response has been very good. We are keeping the pressure on relevant organisations to have the Clayton regulator removed and to have the reeds cut at Milang to improve access.

Locky McLaren

Club Profile – Colin and Jeanne Harrison Inveterate Yachties, Skilled Navigators and Adventurers

Colin and Jeanne Harrison have both been Finance Managers. Colin was Finance Manager with the Submarine Corporation. Both have circumnavigated the globe separately and together. Their story is certainly nautical.

In 1991 Colin, recently widowed, sailed his Duncanson 37 sloop *New Address* up the east coast from his Yacht Squadron berth to participate in the “Across the Top” race from Darwin to Ambon. From Ambon *New Address* sailed the Indonesian Archipelago to Bali and then on to Singapore. Sailing solo and avoiding pirates, Colin crossed the Malacca Straits. A run of 1,200 miles in the north-east trades took *New Address* to Sri Lanka for supplies. From there Colin sailed to Oman at the entrance to the Persian Gulf and then south-west to Aden – would he have been able to avoid pirates today? His sail north-west up the Red Sea to Egypt ‘was beastly’ as Colin experienced ‘some of the most dangerous steep short seas I have encountered anywhere in the world.’ He had to sail all the way up the Red Sea to Suez because his motor had broken down! In Suez he was able to repair the motor and then with his daughter and her friend on board, sailed on to Tel Aviv and Acre. *New Address* then joined other yachts in Lanarka in Cyprus. Colin pressed on to find what proved to be one his favourite sailing venues: the Mediterranean coast of Turkey.

SAILING UP THE RED SEA COLIN ENCOUNTERED SOME OF THE MOST DANGEROUS SHORT SEAS HE HAD EVER EXPERIENCED

After the Greek Islands and Athens, Colin passed through the Corinth Canal and then sailed to Malta to undertake maintenance before reaching Sicily, Sardinia and Corsica. After the Balearic Islands, Colin sailed to Gibraltar and then on to the Canary Islands. He spent ‘a very bouncy six days covering the 700 miles with short steep seas all the way’. At Las Palmas, Gran Canaria a young lady knocked on the hull to ask for help in sending a radio message. This was Jeanne Heydon, an American undertaking a delivery from Spain to Florida. They met again in Antigua in the Caribbean and later in Florida and the rest is history!

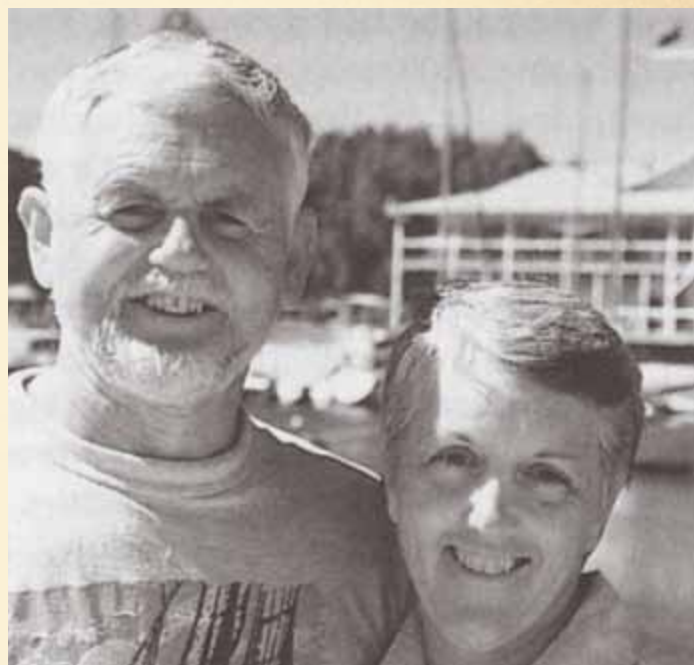
VICE COMMODORE

Preparation a key to a successful season

It’s time to get into that necessary winter maintenance . Clean out the mould, get the sails repaired from last season, and re-antifoul the boat. You said to yourself last year that you would not leave the repairs to the last minute, well guess what, you and I both have! We will all save money by getting this work done now and not waiting for the last week in September, or even worse, the week before Christmas. So make those appointments with your sail maker and shipwright. The first Twilight Series is only a few weeks away, and none of us want to waste the first series just becoming competitive again.

Thank you to all the Volunteers who help put the races on. See you on the water.

Brendan Murray



Colin and Jean Harrison

Jeanne is a circumnavigator in her own right. In 1987 she acquired a 44ft Ted Hood designed sloop named *Northmoor* and cruised from Newport Rhode Island to the Bahamas and back. To gain more experience, she crewed across the Atlantic to Spain. She was soon to sail the world leaving from Newport Rhode Island in November 1988. Jeanne sailed to the Bahamas before passing through Panama and then onto the Galapagos, Marquesas, Tahiti, Samoa, Tonga and New Zealand. In the following year, Jeanne sailed via Tonga, Fiji, Vanuatu and New Caledonia to make landfall in Australia at Coffs Harbour. She passed down the east coast to Sydney and Melbourne to be ready for the Yamaha Melbourne-Osaka race. She was one of three lady skippers in this double-handed race and was placed second in the cruising division.

JEANNE WAS ONE OF THREE LADY SKIPPERS IN THE YAMAHA MELBOURNE-OSAKA RACE AND PLACED SECOND ON HANDICAP

Jeanne returned to Australia from Japan via Micronesia and the Solomon Islands to make a landfall at Townsville. She then sailed south to take part in the Abel Tasman commemorative circumnavigation of Tasmania in early 1992. She sailed to Townsville, across the Top End to Darwin and then explored the Kimberley coast. From Broome, Jeanne navigated a course for Rodriguez Island some 3,500 miles west across the Indian Ocean, and from there, to Mauritius and Reunion to Cape Town. Jeanne tells of a memorable encounter in the middle of an otherwise empty Indian Ocean. “A huge bulk carrier bound for Europe via the Cape came up astern and asked if she needed help. Jeanne reassured them that she was fine, after which they dropped a parcel from the stern. Retrieved with a boat hook the parcel “contained four bottles of red wine- a generous and civilized gesture!”

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After clearing Cape Town, Jeanne sailed to Saint Helena, notable as the final exile of Napoleon Bonaparte. From St Helena she sailed to Antigua and Bermuda. Jeanne completed her circumnavigation at Newport on 30th June 1993. The sea was still in her blood and so she undertook the delivery from Spain to Florida during which she again met Colin and joined him on *New Address*. They sailed from the British Virgin Islands north to Bermuda and then to Rock Hall in Chesapeake Bay. Hauled out for a couple of months maintenance, Jeanne and Colin cruised the USA on land. After relaunching *New Address* they cleared the Panama Canal and then spent 32 days at sea before reaching Easter Island. This included "five days of flat calm, so much so that the sky and clouds were mirrored in the sea. abundant marine life included whales, dolphins, sea lions, marlin, turtles and sharks". Easter Island lacks sheltered anchorage and it was necessary to sail off and on for three days before being able to see the celebrated stone figures.

Anchorage at Pitcairn was worse. After a thousand miles they found a small well-watered lush island with a population of 61 and no tenable anchorage. From Pitcairn they cruised on to the Gambier Islands, Tahiti, Samoa, Fiji and Vanuatu before making a fresh Australian landfall at Coffs Harbour.

THEIR ENTERPRISE AND CREATIVITY IS IRREPRESSIBLE

Having covered 14,000 nautical miles they arrived back at the Royal South Australian Yacht Squadron in December 1995. The return to Adelaide was timed for their wedding day on the 19th January, 1996. In the last 15 years they have continued to cruise the oceans delivering yachts because being on the ocean is "part of their life adventure". Colin and Jeanne have settled in Wildman Street, Goolwa. Jeanne is a talented artist. The design of their home has won Heritage recognition. Inside this home with half closed eyes, you could think that you are on board a sea going yacht, such is the nautical flavour.

One is impressed and often in awe of their yachting and navigation skills. But it is their capacity to keep going against the odds, their capacity to be inventive when things go wrong and always making the best of difficult situations that is impressive. They always bounce back, find humour and amusement wherever they are. Their spirit of enterprise and creativity is irrepressible.

River Life Photographic Competition at GRYC Saturday 1st October to Monday 3rd October, 2011

The Exhibition will be opened by the Mayor The Honorable Kym McHugh for invited guests on Friday 30th September, 2011 at 8.00pm.

There are 200 entries in 5 Sections including a children's section. Winners will be announced at the opening.

The Exhibition is open to the GRYC Members and the public Saturday 1st October to Monday 3rd October.

This GRYC Exhibition is part of the Goolwa Alive weekend.

Dauntlus Cup 13th August 2011

Four classes were entered for the 2011 Dauntlus Cup: river boats, monohulls with spinnakers, monohulls without spinnakers and multihulls. In all, 24 yachts started the race alongside Captain Sturt Marina with sponsorship generously provided by former Commodore Keith Parks at Freshwater Marine.

Light winds are depressing for some sailors but not if you sail a Norwalk Islands Sharpie 23 with a former motoring correspondent Bob Jennings as crew to provide extra momentum. Peter Shipside sailing *Maid Marian* comfortably won the non spinnaker division for the second year running. He wonders if he wins next year whether the Dauntlus Cup can rightfully be his? But then Randal Cooper can also lay claim to a back to back Dauntlus victory but this year winning in the river boat class in his "old fishing boat" *Beth*. The spinnaker division was very competitive with high expectations for Murray Symonds on *Baku* with his new Randal Cooper Leigh Muller shaped keel. Even *Regatta's* editor knows that tacking is difficult when you are flying a spinnaker. But just above Laffins Point on the homeward leg *Baku*. *Cracker*, *Sirocco* and *O'Really* were neck-a-neck with *Cracker* as expected just taking line honours but Mike O'Riley on his Farr 7.40 winning on handicap.

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Dominant Star Returns

Suddenly, out at sea she appears. At 1:30pm, Sunday 21st August on a clear blue-sky afternoon, watchers on Hindmarsh Island's Sugar's Beach and on three yachts moored inside the sheltering dunes can see the outline of a 20 metre 60 ton motor cruiser making for the Murray mouth. It is what we have come to watch. Rarely do boats of any size enter the sandbank strewn, shallow, hazardous Murray mouth - so this is an event not to be missed.

Surfing waves, adjusting to the current and finding a deep channel is a tricky business. *Dominant Star* the motor cruiser ploughs her way from the ocean through, then dips below and rides above the surf. She pitches and rolls seeking the deep channel. Her skipper, the weathered and experienced Jock Veenstra from Goolwa's Captain Sturt Marina is advised by a circling light aircraft, a bright yellow Champ piloted by Geoff Eastwood from the local airfield. Geoff talks Jock through and advises as to where hazardous sandbanks lie, and given the current and off-shore wind the position of the vital deep water channel. Navigation and steering now involves Jock in micro-judgment and control.

This is a carefully planned operation but still dangerous. We watch through binoculars and hold our breath. There are 15 minutes of hazardous pitching and rolling. There's a nervous moment when waves pour over the bow increasing the danger that *Dominant Star*, wallowing momentarily, would hit the bottom and be twisted and turned, beam-on out of control.

Jock is absorbed, as focused he maintains his course. There is plenty of seamanship, patience, ingenuity and fortitude here. Onshore we cheer as *Dominant Star* clears the mouth and turning north-west enters the quieter waters of the lower Murray estuary and makes her way upstream to the Goolwa barrage. Through the barrage Jock has successfully completed the sail from Wirrina. *Dominant Star* concludes the sail with a celebratory victory turn in front of the Goolwa Regatta Yacht Club. The founding owner of *Dominant Star*, the late Leslie Short, was the club patron. Leslie would have been justifiably proud and thrilled as is his son the current owner Chris Short aboard *DS*.

In all this there are many highlights for Jock and his crew. "What are they?" I ask. "Being followed by a 40 foot Southern Right whale off Wirrina is one that I'll never forget," he says grinning. "That was astounding... and then celebrating our success with the best Murray champagne is another."

The successful return of *Dominant Star* is proof of good seamanship and optimism. When she is anchored off Milang as the flagship for the The Marina Hindmarsh Island 2012 Milang-Goolwa Freshwater Classic in January, we will all have reason to appreciate, and dip flags to Jock Veenstra and his crew. Returning *Dominant Star* to Goolwa and Hindmarsh Island Marina is a unique and memorable achievement.

Editor



DominantStar has cleared the surf and is Goolwa bound.
(Photos by Tracy Parkes).

Editorial - Our Most Precious Resource

During the drought and the very low water in the Goolwa channel, we lamented the shortage of water and wondered what we could do to save water. Now that the water is back it is regarded as the ultimate renewable resource. We borrow it from nature, unaware that it is Australia's most precious resource. Too often it is squandered or defiled. Three recent books tell us about this most precious resource and its use and abuse. The books are:

The Ripple Effect: The Fate of Freshwater In the Twenty-First Century by Alex Prud'homme Scribner 435pp \$27

The Big Thirst: The Secret Life and Turbulent Future of Water by Charles Fishman Free Press 388pp \$26.99

Elixir: A History of Water and Humankind by Brian Fagan, Bloomsbury 384pp \$28

Each book in its turn has a different story to tell. They share some core observations; humans are 70% water, the planet has always had the same amount of water - 1,385 metres per cubic metre according to Prud'homme. Benjamin Franklin noted that "when the wells run dry, we know the worth of water". It takes more than 100 times our body weight in water every day to keep us fed, clothed and hydrated but, paradoxically, we rarely consume water in the sense that we consume other materials. Whatever leaks or percolates or evaporates will always turn up somewhere else. The question is where? We are now capturing water on such a scale, that many major rivers are running on empty much of the year. Think of the Colorado, the Rio Grande, the Nile or indeed the Murray. And many of nature's great underground stores of water, held for thousands of years in the pores of rocks, are being pumped dry, witness the south-east of South Australia or of course water is pumped from beneath the Sahara to full swimming pools in Abu Dhabi. The books referred to tell us how ancient people struggle with changing climates, and that what matters has always been the fluctuating availability of water rather than shifting temperatures. Isn't this an important lesson for us now as we seek to regulate the Murray Basin on which we depend? We have so much room for managing it better.

Editor

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Condamine to Goolwa aboard the *Banana Bender*

On a grey evening, in late June a besmirched yellow canvas canoe was paddled under the Hindmarsh Island bridge. It was the penultimate stage of a 3,500 km downstream adventure for two young Queensland men, Dan Settle and Travis Ewan. They beached their canoe at the Goolwa Regatta Yacht Club, with only their paddle through the barrage to the Murray



mouth to complete their adventure.

Careful planning was key to their success. Then they experienced four months of paddling, sleeping under the stars, negotiating swollen creeks, navigating across sparsely populated country, enduring 350+ days, heavy tropical rain, head winds and endless cold nights. Anyone who meets them cannot but be inspired by their guts, stamina, humour, positivity, ability as navigators and great sense of adventure. Their achievement should be heralded because they are young men whose journey is inspirational. It nourishes and restores one's faith in the importance of creating opportunities, frequently testing one's mettle and of having a zest for life.

THEY CREATE OPPORTUNITIES, TEST THEIR METTLE AND HAVE AN INSPIRING ZEST FOR LIFE

They started from Condamine in central Queensland and paddled to the headwaters of the Darling, past the Menindie Lakes and on down the Murray, with the hardest part of their journey a 12 hour paddle into 15+ knot head winds across Lake Alexandrina from Pomeran Point to Milang. Four months after leaving Condamine they arrived in Goolwa.

Dan and Travis are electricians and during the Queensland floods completed charity work helping to restore power and repairing

domestic circuits. Athletic, they were keen to explore the creeks and swollen rivers of Queensland. Dan purchased a second hand canoe the "Banana Bender" (later to be called the "Rotten Banana") for \$150. Reinforcing it with carbon fibre tape Dan sensed that this now prized canoe could take him and his ever optimistic surfing mate Travis, on their long dreamed of adventure - to canoe along the Condamine to Surat, along the Balonne river to St George and then south west to the Culgoa river, across the Culgoa flood plains joining the head waters of the Darling at North Bourke.

The time was right. Late summer Queensland storms had swollen creeks which although often filled with storm debris, were now navigable. Goolwa and the Murray mouth was to be Dan and Travis's goal. Those of us privileged to hear their story and look at the photographs of their journey were awed. It was drama that gripped:



sometimes overwhelming but also beautiful. Some thought at first that their story was fanciful, part of a dream, wondrous but nevertheless a dream. Others figured it was a typical Aussie outback story, comic book hugeness, melodrama which given the floods, storms, great heat and distance was not possible.

Out there, at the distance of 3,500 kilometres, an utterly small, flimsy canoe and two young men, tossed often by wind and water, paddled to complete their adventure. They demonstrate imagination, persistence, enjoyment and enthusiasm for the next adventure with or without *Banana Bender*.

Photos - L to R 1. Leaving the lock in Banana Bender 2. Early morning departure from GRYC and Aquatic Club 3. Gathering momentum as they paddle towards the Murray mouth and journey's end!

Regatta Facts – A Mighty River

In the April Edition of *Regatta* we asked the question: What causes the warm waters of the Gulf Stream to flow towards the North Pole and cold waters towards the equator?

This question has always puzzled philosophers. Many theories and numerous speculations have been advanced. The “simple” answer has to do, not only with winds, but more particularly of the need for the oceans to maintain their equilibrium. Equilibrium is affected by temperature and saltiness in the specific gravity of water in different parts of the ocean. The richness of sea water and salt is judged by its colour. The deep indigo of the Gulf Stream which navigators observe off the Carolina coast, is due to the saltiness of the water. The greener the hue, the fresher the water, hence the light green of the Polar water, and the dark blue of the trade-wind regions, especially of the Indian Ocean. Such difference in specific gravity is considered inconsistent with “aqueous equilibrium”. To maintain this equilibrium the great currents are set in motion.

Editor

Vintage Boats at GRYC

Vintage River Boats formed the Goolwa Regatta Yacht Club in 1854. At the 2011 Wooden Boat Festival a large fleet of vintage boats (at least 12 in all) participated in the race for the Governor’s Cup and the Neil Shaw Trophy. These are races with a long history at Goolwa. Both of these races at the Festival were won by John Blunden in his blue boat *Nanieya* with crew “Rosemary, Jock, Diane, Roy & Charles”. Great sailing again John!

The river boats *Edith* and *Nanieya* were responsible for facilitating the three Goolwa-Milang Races from 1966 to 1969. Both the *Edith* and *Nanieya* participated in the 3 race series.

Vintage boats such as *Nanieya*, *Aeoli*, *Marguerite*, *Edith*, *Mambo Queen*, *Terrible*, *Yvonne Patrine*, *Mandalay*, *Beth* and *Buccaneer* are owned by members of GRYC and participate regularly in the Vintage Boat Club Races. It’s anticipated they will all be involved in the “The Marina Hindmarsh Island 2012 Milang-Goolwa Freshwater Classic”, as well of course in vintage races organised by the Goolwa Vintage Boat Club.

Editor

Dash for Cash Photo

In the April 2011 edition of *Regatta* we published a photo of Bohica upside down and partially submerged during the Dash for Cash race. This brilliant photo was taken by Rob Jones of CBBC... previously not acknowledged. Thanks Rob for the photo..

Radio Controlled Model Yacht Racing at GRYC

Sailors at GRYC as well as some from up river from CBBC meet every Monday and Friday afternoon at the club marina from 3.00pm onwards to sail model radio controlled Phantom Yachts..... and a few one metre yachts. As many as 20 racing radio controlled yachts are now involved including “a couple of Marbleheads, TS16s, Lasers and more to come. The Club’s floating pontoon is used for launching.

Ben Morris “of Carinia Twilight Fame” and Graham “Jordy” Jordan are the principal organisers and considered the “driving forces” of this significant new sailing activity at GRYC.

Visit their website <http://www.rcyachting.scoastmac.org.au>

Photos by Simon Barrow



Why is ‘Doc’ rowing back from the other side of river??

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