

MAY 2010

REGATTA

THE OFFICIAL JOURNAL OF THE GOOLWA REGATTA YACHT CLUB

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COMMODORE'S REPORT

As this will be my last Regatta report I look back over the past few years and the difficulties with which we have had to contend. The loyalty and resilience of our members in adapting to the challenges and standing firm in their support of the club is fantastic.

With the construction of the Clayton regulator we have been able to enjoy water levels that have been far better than the previous year, although not perfect, we have also enjoyed the hospitality of the Clayton Bay Boat Club, having run some events together. This has proved to be very successful and enjoyable to all concerned. I hope we can continue to build on this relationship.

The Friday night bistro has continued to grow in popularity. We have had a number of very successful social events, and the Tuesday work group have done an enormous amount of work over the year saving the club substantial expense. We are fortunate to have such a dedicated group of volunteers to carry out all the activities that they undertake, it is heartening to see that we have over 80 such volunteer members. I am sure you agree that we owe them all a resounding thank you.

Sponsorship is a major part of the club's income and without the support of our sponsors we could not offer our facilities and events. I urge you all to support our sponsors when ever you can. Many of our sponsors have suffered great hardship over the past few

years and their loyalty should be reciprocated.

We have been through some of the hardest times in the club's history and have survived remarkably well. Membership has started to grow to over 300 now and climbing; there has been a greater interest in berths that are for sale, and we will continue to do all we can to promote the sale of berths, after all, we all want to see the marina full again.

I believe we still have some hard times ahead until the water situation returns to normal, but you have all proven your loyalty to the club and determination to make the best of what we have.

Thank you for the honour of, and the opportunity to serve our club as a flag officer over the past years, I consider it a privilege to have done so. It has had its moments but I prefer to remember the happy times and great friends that I have worked and socialised with during my time as a member of our club.

It is without doubt the best yacht club one would ever wish to be involved with.

Tracy and I thank you sincerely.

Keith Parkes, Commodore

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**GOOLWA
REGATTA
YACHT
CLUB**

2010 ANNUAL DINNER

To be held at
Goolwa Regatta Yacht Club
Barrage Rd Goolwa

June 19th, 2010
6.30 pm

Cost \$40.00 per head
Limited seating

Entertainment
Sinda
McCarthy

For Bookings
Please phone JP
08 85552617
Email gryc@gryc.com.au

BE EARLY

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VICE COMMODORE'S REPORT

The sun shone and a gentle breeze blew from the SW as we set up for the Club Opening Day on 16th January. The publicity obviously worked as approximately 50 attended the club over the five hours, enjoying the sailing offered by seven club members, tours of the clubhouse and BBQ. The two Pacer dinghies, delivered that week, were on show for the first time and attracted much attention. The event helped boost the numbers of people that had signed up for our six week 'Sail Coaching' course which ran from 1st February. It is particularly gratifying to know that all 13 participants of that course are now club members, with Bruce Wright taking out Senior membership, leasing a berth and buying a boat. We welcome each and every one to the club and wish them many happy years of sailing at Goolwa. All are keen to extend their sailing experience and would welcome the opportunity of crewing, so no skipper should now be short-handed!

A further innovation in this year's Club Programme was the St Valentine's Eve Cruise on the Oscar 'W'. 45 GRYC members embarked on the "Fine Old Lady of Goolwa" at the club jetty for a three hour Saturday evening cruise and BBQ supper. Passengers were returned to the club jetty and the clubhouse for a 'nightcap' as the sun set over the Fleurieu. A great evening was had by all.

A feature of this season has been the reintroduction of our 'Summer Cruise' program. Club cruises, once a major activity at GRYC, have slipped from our calendar of late so my thanks go to Simon Barrow for his initiative. This season's cruises have included a BBQ up the Finnis River, a night cruise (and party) at Clayton, and a river 'raft-up' for a long lunch. Bad weather resulted in the Coorong trip being cancelled but the program will go on. Watch the notice board and club website for details.

The last 12 months have been memorable in so many ways. The Murray River, almost a 'write-off' this time last year, is awaiting big flows from Queensland. We have enjoyed >45 yacht races this season, 50 Bistros and multiple social events, club BBQs and a handful of cruises. We have launched a very successful sail training course and provided great service to our community through our 'Sailability Program'.

On 19th June we will be holding at the GRYC clubhouse our "Annual Presentation Dinner", which traditionally marks the end of the club year. We have a wonderful spit roast meal planned and the amazing Linda McCarthy to entertain us. All this plus a welcoming drink for just \$40. Our room capacity limits the number of people we can accommodate so our Manager, JP, will accept your reservation only on full payment. Reservations can only be made for members and spouses although JP will keep a reserve list of guest names in the event we can accommodate additional numbers – no need to pay for these until you are contacted.

The GRYC is a unique club – unique in its history, unique in its setting, and unique for its friendliness. It flourishes because of a fantastic group of volunteers that give up their time to make things happen. Some 25% + club members volunteer their time on a regular basis. Without them the club would disappear. However peoples' circumstances change, so there is a continual need for new people to put up their hand to help. It's a great way to get to know other members. The list of ways you can help is endless. It really doesn't matter whether you can only spare a couple of hours a month, there is a job waiting for you – (*yes even Commodore*). There is no need to hold back, contact JP or myself today and get involved.

Don Richardson, Vice Commodore

REAR COMMODORE'S REPORT

Members and friends, I would like to take this opportunity to thank all the volunteers that help put together such a successful Twilight series this year, particularly Rick and his trusty band of helpers on the start boat and rubber duck. There have been many times that volunteers on the duck have come in cold and wet – Liz, Lyn, Jill and all the other people on the bridge, always a hard and often thankless role, with computer problems and yachtsmen's handicaps. And our would-be master Chefs in the kitchen on Friday nights, led by Cathy Portas and her merry ladies who have chopped, diced, stirred, fried, served and eaten left-overs. All of the volunteers around the club do a great job and our club would not exist without them, please thank them.

Racing – The inaugural Clayton Regatta was enjoyed by all, with testing light winds in the morning, a pleasant lunch at the Clayton Bay Yacht Club and even lighter winds for the afternoon return race. GRYC hosted the visitors for the evening. The club champions will be announced at the annual dinner on 19th June – come along enjoy the night and have some fun.

Winter series – For those of you who cannot stop or just want to use it to tune up the changes you are making for next year's racing calendar, races will be held on the last Sunday of each month and it would be great to have 20 boats on the water for the Sunday races.

Next year's calendar will be out soon but on writing this please note we have less than 22 Fridays to go before we start Twilight racing again. If all of the current racing members persuade or help one more member back into the water for next year we could have starts of 40 and 50 boats. Wouldn't that be exciting for GRYC and Goolwa?

I will see you on the water in less than 22 Fridays

Brendan Murray, Rear Commodore

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Club Profile – Bram Portas

He sailed a 22 ft bilge keeler *Marichi* (a Westerly Nomad) with a mate across the Atlantic from Tangier in 1971 when he was 20. “It seemed like a good idea at the time,” he says. Bram had minimal navigation experience but, “just learned to navigate as we sailed.” The Atlantic crossing is just one of Bram Portas’ many sailing achievements. He can take pride in that crossing, but typical Bram he makes little of it except to say that he wouldn’t do it now! “I suppose it was just the impulse of youth... and the need to get well away from all authority figures.”

He told me that as a boy he was hooked on adventure books and sailing. The younger son of a Salvation Army Major, who changed homes and schools every two years, Bram sought outdoor adventure ‘in preference to confessionals and sermons’. He shares stories of his outdoor activities with gusto. Bram Portas is a confident man with catching humour, modest about his achievements but possesses the infectious gift of an immense power of enjoyment. Repartee and joking is never far away. This is his story.

In the late 1960s Bram undertook a degree in electrical engineering at London University and joined the university sailing club. Learning about sailing soon took priority over studying for his engineering degree. There were plenty of sailing books in the university library and before long, sharing with friends; Bram had bought his first yacht, a 21ft marine ply bilge keeler named *Miranda*. She was kept on the Thames estuary, sitting on the mud. She floated when the tide came in. Sailing progress and adventure came apace. First there was an hour’s sailing up and down the estuary. Then three to four hours beyond Canvey Island to Southend and then inevitably across the Channel to Boulogne and Calais. Soon he was sailing west beyond Calais through the French canals down into the Mediterranean. Bram sailed around the French and Spanish Mediterranean coasts in his bilge keeler for 18 months and

by December 1970 was ready for his ‘cruise’ across the Atlantic to the West Indies – which gave him membership of the Ocean Cruising Club (only available to amateur yachtsmen who have sailed minimum of 1000 miles in a yacht less than 30 ft; ... Bram had sailed over 3000 miles). Fitting out his recently purchased 22ft fibre glass bilge keeler *Marichi* in Tangier (see photo) Bram and his mate left on 6th January 1971 for Agadir in Morocco and then onto Lanzarote in the Canary Islands where they took on provisions. They almost missed the Canary Islands and would have been lost in the Atlantic and run out of food if a distant sighting of a Canary Island volcanic peak hadn’t enabled them to track back to Lanzarote. Once in the Islands Bram quickly learned to use a sextant to add sun sights to his dead reckoning navigation.

WHEN YOU ROLL OVER IN MID ATLANTIC YOU EXPERIENCE FEAR AND HORROR!

After time in Tenerife they sailed for Martinique in the West Indies. In all this it is important to remember that bilge keelers were originally designed to be sailed in coastal waters. On the fourteenth day out *Marichi* was rolled and capsized. “Everything

ended up on the floor of the cabin – what a mess, but *Marichi* righted herself. We were more subdued after that. When you have a roll over then 90 percent of your sailing involves fear and horror!”

After 30 days of rolling, sailing and drifting they made land in Martinique and then cruised north to Antigua where they eventually sold *Marichi*. Bram then gained work; living on board and sailing charter boats around the Caribbean ... on a 120 foot schooner *Panda* and then on a 90ft Fife timber ketch named *Eileen*. After 18 months he sailed to Florida and tried working on charter boats out of Miami but with no green card he was ‘told to leave’. He had no alternative and flew back to Britain.

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Bram preparing Marichi before their trans-Atlantic sail

EDITORIAL

My thanks to all contributors to this edition of *Regatta*. Thanks and congratulations to Keith on the completion of his successful tenure as Commodore. Thanks to George Dostal for his recurring photographic exhibition, not least, for his excellent photographs of the Flying 15 State Titles held on the 24th - 26th April. Water levels are just holding their own. Hopefully by the start of the next Twilight Series, winter rain and necessary pumping will bring the Goolwa basin back to pool level. Next edition of *Regatta* will be in early August with details for the October GRYC Photographic Exhibition “Life on the River”.

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Back in England at Stoke Bruerne on the Grand Union Canal in Northamptonshire Bram built a 36ft steel hull narrow boat which was powered by a 4 cylinder Bedford van engine. But narrow boats and putting along the canals of Britain had little appeal for Bram. So, with his desire to go off and explore still rampant he left for Australia where he assumed he could build and sail yachts. His first Australian job in late 1973 involved managing the Woolwich Marina where he built a 34ft Roberts thin skinned ferro cement yacht. (Later on it was from the owner of the Woolwich Marina that Bram and Cathy acquired their vintage timber yacht *Marguerite*). In the Roberts Bram sailed from Sydney to Darwin. By this time Cathy was his 'crew'. She enlisted, or as Bram, put it, he could not resist having Cathy on board. Their port hopping sail up the east coast of Australia across the Barrier Reef and into the Gulf of Carpentaria included coping with mini cyclones and navigation hazards as they crossed the Torres Strait and Gulf of Carpentaria. Navigating carefully now Bram located Wessel Island, the Dundas Strait and sailed safely onto Darwin. This was not the end of his adventures but Bram and Cathy sold the Roberts and a car safari south brought them both to Adelaide.



On board Marichi in Lanzarote, Canary Islands after a successful first leg

An engineer, a boat builder, navigator and ocean sailor, Bram had, by the time he was in his mid twenties, grasped a sextant more often than pen, a plane or drill. In all his sailing, boat building and family life he communicates enjoyment. He is a great story teller with Cathy occasionally as his editor ... "After all he shouldn't be allowed to embellish every story!"

Bram has happy and humorous memories of his childhood, which he talks about with warmth and laughter. But it was the longing for adventure and the sea that hooked him. In his youth he spent every minute that he could 'in and out of boats'. Bram Portas is a magnet. He enjoys company. Very talented, with wide interests (not least as a motor cyclist), he always underplays his ability. Of course he still loves and wants to sail and, along with Cathy, would love for *Marguerite* 'to get off her bottom'. His self deprecating sense of fun along with his amusing storytelling is compelling. Bram smiles. He is not sure what will happen next but whatever it is he will share with others, and enjoy the experience.

RJR

Biannual Sailing Masters Games: CBBC Success

We made our fifth pilgrimage to the Port Pirie biannual masters games. There were four sailors from Clayton - Rob Hylton in a GP14, Rob Edgar in a Duck Flat dinghy, Greg Dale in a mirror and Ken Durward in his TS 16 - *Vivace*.

Also attending were the athletic supporters - it is a tough job, but I just about have it organised now! It involves drinking to excess and making sure everybody has a good time!

Final overall results:

Bronze to Rob Hylton

Silver to Greg Dale

Gold to Ken Durward!

A clean sweep to CBBC! Congratulations to Ken, Greg & Rob.

Other highlights included Ken getting bogged in the mud while trying to get *Vivace* onto the trailer, and Rob Edgar finishing one of the races sitting on the upturned boat and getting towed! It's quite an unusual feeling for us 'river sailors' to be passing by big tankers!

We're already booked in for 2012 - perhaps a few of the GRYC members should make the trek up - it's definitely worth it.

Cheers

Sally, Clayton Bay Boat Club

ANNOUNCEMENTS

AGM

Sunday 20th June 2010 at 11.000am at GRYC.

Preliminary notice that all positions are open for election. Nomination forms are available from JP (8555 2617).

Nominations must be received by the Secretary by 5.00pm 28th May, 2010.

More detailed information will be mailed.

Clubhouse Hire

Did you know that as GRYC members you can hire the clubhouse for private functions at a 50% discount? Weddings, family gatherings, business meetings can all be accommodated. No other venue in Goolwa can match our price, and Ohhhhh what a setting!

All enquiries to JP (8555 2617).

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The Tuesday Boys

There is no chance that the GRYC marina will collapse, or that the attenuators won't control wave action again or that taps will ever leak. The Tuesday boys will see to that. Signs glisten and are repaired and vandalism is thwarted. Trevor's hard wood ladders, symbols of homespun craftsmanship and dedication are carefully bolted to a jetty for a nominal fee for Sailability. Each Tuesday, for as long as many of them can remember, they arrive at GRYC. Corleone Godfather Southcott's gang are ready for: hose reel maintenance, testing fire pumps, repairing marina lights, checking fire extinguishers, replacing jetty rubbing strips, repairing the power box, painting parking lines, repairing fences, maintaining, repairing and cleaning barbecues, varnishing and painting, removing weed (a never ending task), removing the obstructing old railways wheel anchors, replacing shower and tap washers, checking and maintaining moorings on Sailability pontoon. They don't clock in, but Corleone ticks them off. They all know who attends. There's a camaraderie and commitment which is laced with humour as methodically they keep GRYC ticking over - until at least fruit cake, blueberry muffin and pizza time!

TUESDAY BOYS VOLUNTEERING ENABLES GRYC TO FUNCTION SMOOTHLY!

A cameraman's survey for our version of GRYC Four Corners' The Tuesday Boys has Nigel with head down and bum up hollering to a colleague below as they repair an attenuator, Brian T checking electronics and fire pump pressure, Tony advising on anything mechanical, Graham 'she'll be right' Roberts (whoever she is?) repairing a sign, Peter (immaculate as ever) thinking through a maintenance issue before the boys begin the pontoon repair task, Flip Phillips (does anyone know his Christian name other than Jan?) wielding a paint brush (since he gave up marathon running) and hoping that Corleone might this morning agree for weed to be removed from the vicinity of *Blind as a Bat's* mooring, Trevor enjoying yet another opportunity to hone his carpentry skills and make good use of the piles of spare timber that has collected at GRYC since 1854, then there's Robbi ("I like the way you always come to point and cut through the crap," says Randal of Robbi Parker. "That's marvellous!") capable of doing everything with minimum fuss and maximum effectiveness, especially if he has to back trailers and pull boats out with his eyes shut, Ian Barker is repairing a front fence and cleaning the barbecues and Rob Carless, is checking moorings as thoroughly as ever. Naturally there is overlap. They all do everything because there are engineers,

electricians, plumbers, carpenters, boat builders, a farmer, fitters and turners in this crew. Bram joins them to maintain *Mini Mist* and advise on the club's red rubber ducky. By now it is approaching midday and as if a siren has rung they make for the club kitchen. Banter enjoins them. Fruit cake is unwrapped. Macaroons have arrived today and then prize of them all is the ever smiling Jan Phillip's blueberry muffins (which Flip claims to have cooked at 5am that morning) - one muffin each and if that isn't enough there's Jan's cream sponge cake waiting in the fridge for those who need more calories. This Tuesday morning is a special day. With his usual smile and chuckle Corleone reveals that this morning The Boys are to be given a special treat - PIZZAS! Pizza supreme, good old Aussie pizza and Hawaiian special have all been delivered and Bram has the stove on, heats and serves them. They just keep coming. This is just a prelude, an entrée, before they go home for lunch or prepare for afternoon repair and maintenance. Cathy Portas (there this morning to see that The Boys really are looked after) prepares cappuccinos for all 12 of them. Each Corleone offspring is served. "Cappuccino for you Trevor and you Brian...? Asks Cathy, serving them as if they were at The Savoy. Corleone Southcott wouldn't have it any other way! They lean back in their chairs, discuss the magnitude of the morning's work and eye another slice of pizza or the remaining macaroon.

THERE'S BLUEBERRY MUFFINS AND PLENTY OF PIZZAS

The Tuesday Boys not only arrive on Tuesday mornings to hone and share their skills, enjoy each other's company but because they all know what commitment is - commitment to GRYC. Make no mistake their volunteering enables GRYC to function smoothly. Unheralded they are but always, always, we owe them thanks. If you arrive to find out what happens on a Tuesday morning ("I'll pull my boat out this Tuesday morning because The Tuesday Boys will more than lend a hand; they will pull my boat out for less than the price of a macaroon) then you can observe skilled Boys keeping GRYC ticking over as Corleone identifies the next activity, the next repair job which they complete with enthusiasm as they anticipate the fruit cake, coffee break and camaraderie ahead.

RJR



The Tuesday Boys - L to R Peter Gubbins, Brian Tapping, Robbie Parker, Tony Mills, 'Flip' Philips, Nigel Barkham, Brian 'Corleone' Southcott, Trevor Kennewell (Ian Barker missing from photo!)

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Two "Jacks" don't beat the local "Aces" Marlay Point Overnight Race 2010 (Gippsland Lakes)

Way back in 1997 as part of our reciprocal promotion of Australia's two major freshwater yacht races the then GRYC "flags" Jack Kennett, Keith Teagle & Simon Thiele took *Trad Jazz*, Simon's Farr 7500, to Lake Wellington YC for our first experience of the Marlay Point Overnight Race (MPONR). GRYC Commodore Jack Kennett was invited to address the MPONR race briefing about our Milang Goolwa race and we enjoyed tremendous hospitality from the Lake Wellington YC and also some race success after joining Farr friends from Victoria to win a team trophy. We followed up in 1998 taking *Trad Jazz* back for a second go and this time *Whispering Jack*, the



Commodore's Noelex 25 also made the trip. For a number of years a combined race trophy was awarded for the consolidated handicap result of both races.

To celebrate the 25th birthday of *Whispering Jack* and after some time on dry land Jack and Gail treated

her to a Leigh Muller restoration and she emerged from the Pelican Marine Repairs workshop looking sensational. The rig was also "Randalised" with new standing stays, halyards & sheets. Jack had already decided that we were to do the race again so the old crew was recruited and briefed. We drove to Gippsland in time to launch at Lake Wellington Yacht Club (LWYC) and spend the pre race night in the reeds adjacent to the club in company with other early arrivals and many million mosquitoes.

SHE EMERGED FROM PELICAN MARINE REPAIRS - "LOOKING SENSATIONAL"

Dave Smallacombe's Clubman 8 *Steeple Jack* from GRYC had also entered the 2010 event with her gun crew including David Howard, Paul Brierley and Randy Elksen.

Steeple Jack launched in Paynesville on race day and motored down to LWYC arriving mid afternoon and anchoring off the club just before the wind and waves escalated to destroy any chance of a pre start snooze.



We were aware that a massive hail storm had hit Melbourne during the race day afternoon, and at the race briefing, the weather man alerted crews to a number of possible unpleasant scenarios which could eventuate during the race.

In the event, a brief storm with heavy rain and swirling winds up to 25 knots caused the start to be postponed for one hour. This quickly passed and at 20:45 the slow start was made spectacular by the nearby thunder and lightning. Light and variable winds and rain were experienced throughout the night slowing the fleet considerably and removing any chance of a new record time. With such a late start, in pitch black, and with 140 boats lit up with nav lights, it was difficult to find the start line until the 10 minute flare was launched, revealing that we were some 50 metres

behind it, with little breeze. On board the two "Jacks" sail changes were quickly initiated and reefs knocked out after the light airs and rain set in. Across Lake Wellington and into McLennan Strait kites were raised and lowered countless times on both boats in the swirling breeze and winding narrows.

In the narrows of McLennan Strait *Whispering Jack* succeeded in numerous tacking duels amid the many spectator craft along the banks, while also enjoying the company of a solo dolphin which seemed to be a bit too far away from his native salt water.



At sunrise heading into Paynesville for the first time the *Whispering Jack* crew were elated to find themselves one of 6 Noelex 25s to be within hailing distance of each other. Naturally some competitive class racing ensued to the first finish line and we crossed that line with most of them astern, Teagle calling the shots and Kennett back on the helm.

On board *Steeple Jack*, with David Howard at the helm at day break they found themselves toward the front of the divisional fleet when the sun came up and crossed the first line 5th on elapsed time out of a divisional fleet of 51 boats.

STEEPLE JACK - 5TH ON ELAPSED TIME

On the beat into Paynesville for the first time the *Whispering Jack* crew had convinced themselves that a shortened course flag would be flying from the GRYC and we would not be sent around Raymond Island for the second leg. Alas the typically sadistic PRO did not break out these signals and we continued through the McMillans Strait and around Raymond Island this time without any markers plotted on the GPS.

This was a slow circumnavigation adding 41/2 hours to the race and in the end some local knowledge unavailable on board GRYC's "Jack boats" let us down a little with *Steeple Jack* "parking" while tacking too close to shore and *Whispering Jack* taking a conservative line around the last headland to the finish. The margin between 5 of the Noelex's at the final finish line was inside 5 minutes so our daylight class racing although slow was extremely competitive.

This race was not as successful as our first but it presented vastly different weather challenges and was great fun. In the end the local "Aces" with their local knowledge proved too much for us. The MPONR is thoroughly recommended to all who would like to take their trailer sailers on a challenging overnighter.

Simon Thiele, *Whispering Jack*

Clockwise from top left - Whispering Jack crew before the race and before the squall; Jack Kennett on the helm - in the dark; Lake Wellington YC; Steeple Jack looking for a comfortable anchorage while awaiting the start.



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Popular Victory – Maid Marian wins Goolwa-Clayton- Goolwa Race

A collaborative and most successful day's racing and dining shared by GRYC and the Clayton Bay Boat Club (CBBC) saw *Maid Marian*, skippered by Peter Shipside with Bob Jennings as first mate, emerge as very popular non-spinnaker winners of the inaugural Goolwa-Clayton-Goolwa race. Steady head winds and with much tacking saw *Maid Marian* in fifth position at the end of the morning first leg behind *Vivace* (Ken Durward), *Alien 8* (Gary Jongewaard), *Slingshot* (Bruce Patello), *Wind in the Willows* (Roger Rees), *Wobbly Bits* (Brendan Maurray) with *Windrel* (Rob Hilton) and Greg Dale in a mirror, just behind *Maid Marian*. This was no indication as to what was to follow in the afternoon's race. At the hearty Clayton Bay BBQ lunch all competitors were welcomed by the Clayton Bay Commodore Andre Botha. While we enjoyed lunch some competitors thought they saw Peter Shipside on his knees praying for light winds, or if possible, no wind at all!

DID PETER PRAY FOR LIGHT WINDS OR NO WIND AT ALL?

His prayer was not forlorn as the morning breezes faded. In his joy, with winds or no winds, (that Peter surely devised), he sailed a skilled if not brilliant race on the Clayton-Goolwa leg. Brilliant because after all sailing effectively in very light winds is considered an example of consummate sailing and racing ("anyone can sail a Noelex 25 in 20 knot winds but it takes a real sailor to race and win with winds of 2 knots or less!!!"). In very light conditions there was no stopping Peter and Bob. *Maid Marian* sped away following the afternoon start and even overtook the likes of spinnaker sailors such as *Vintage Red* who had after all started 5 minutes earlier. At the GRYC finish the day's race officer Rick Eylward (who else?) arranged for drug testing of *Maid Marian's* skipper and mate (like Marion Jones before them they were so far ahead so suspicions were aroused) but samples proved negative. Peter was a most popular and well deserved winner. Murray Symonds in *Baku* won the spinnaker division and Vice Commodore Don Richardson with Mathew Pipe as crew in *Mexican Wave* won the flying fifteens. CBBC members joined us for the evening meal at GRYC - a great success. We look forward very much to the next joint venture with CBBC.

RJR

Unconquerable

Out of the fleet that covers me,
Confronted by a solid wall,
I ask whatever judge may be
To save me from that starboard call.
In the fall from deck of Willow
I did not wince nor cry aloud.
Bereft of life preserving billow,
My head was bloodied but unbowed.
Beyond this race of wrath and tears
Looms but the horror of the bar,
And so the menace of my peers
Will find me reaching for a spar.
It matters not how tight the gate,
Nor how unjust the yardsticks shift.
A Noelex Master that, s my fate:
I am the Captain, set adrift.

Murray Symonds

(for Roger, with due credit to William Henley and Nelson Mandela)



Maid Marian.

One & All *

We looked, we admired and then instantly
Their disabilities became inspiring for you and me.
Their climbing, steering this rigger on this ocean
Made respect and love for their endeavours
A challenge for every comfortable onlooker.
No cerebral palsy, stroke, head injury or Parkinsonian
syndrome for us.
But now they illuminate life, providing true rank and order,
Symbolized by the excitement, courage and skill
Of the girl deckhand, the disabled's ambassador,
Swinging from the yards across a yawning gap to land on a
jetty,
Secure mooring lines and forever change our perception, close
any gap
Concerning the doom of disability.

* Written following a cruise on the tall ship "One & All" on Sat 24th April
with friends from Sailability.
Roger Rees, April 2010

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Members' Business Directory

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