

# REGATTA



THE OFFICIAL JOURNAL OF THE GOOLWA REGATTA YACHT CLUB

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## Commodore's Report

The year has flown if not sailed by. Opening day on Saturday 12<sup>th</sup> October went off without a hitch. Our first Twilight series, begun on Friday 11<sup>th</sup> October has been and gone. And now as I write my Christmas 2013 Commodore's Report, we have just completed the 2<sup>nd</sup> race on in the Summer series; Goolwa to Narrung, Saturday 30<sup>th</sup> November. What a success that was! We must give Dan and Sandy of DSM constructions, a huge thank you for their ever generous sponsoring of the series, and for organizing the reception and glorious entertainment at Narrung. Our thanks must also go to our friends of the Narrung Progress Association for providing us with a great dinner and breakfast.

We had 29 boats competing in 4 divisions for the Goolwa - Narrung race. We set off in quite heavy weather right on the nose, to later dropping out to almost nothing. There was something in this race for everyone. To those of you who could not participate in this event you missed out on something really special. There was testing sailing and racing and much GRYC camaraderie. Let's repeat the experience with the popular Finniss race on 29<sup>th</sup> March.

A special GRYC mention must go to Jeff Secomb and Ellie Redmond. Jeff came to GRYC last year and completed the Discover sailing course and since then has been crewing on *Wind in the Willows*, and more recently on Trevor Baldock's *Destiny*. The Saturday prior to the Narrung race, Jeff and partner Ellie took possession of their first boat a Cole 23, *Whisky with Soda*.

**GRYC** Barrage Road, Goolwa South Australia 5214 PO Box 321, Goolwa SA 5214  
P 08 8555 2617 | F 08 8555 3747 | W [www.gryc.com.au](http://www.gryc.com.au) | E [gryc@gryc.com.au](mailto:gryc@gryc.com.au)

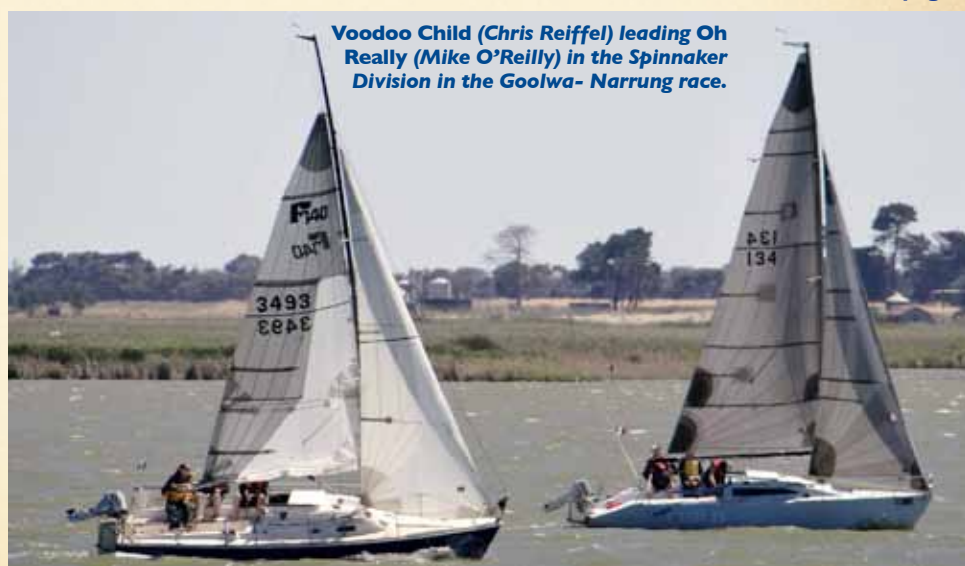
The Narrung race was their first outing and shakedown cruise (see Editor's report). That's a pretty good effort. Well done Jeff and Ellie! If Goolwa to Narrung is the shakedown maiden voyage where will they finish up once they gain just a little more confidence? I know Jeff has thanked David Smallacombe for coming to their aid with some petrol at Point Sturt on their way home. You really cannot have a maiden voyage like that without some minor incident.

The building extensions and shaded areas are going to take priority now that the *Rick E Regatta 1* project is complete. Keith Teagle has completed another set of drawings for us which will serve us well in the future. We are starting to get quotes and will talk to the Alexandrina Council about GRYC's plans. This will be another exciting development for our members.

The Christmas Twilight series this year is being sponsored by Nautilus marine, and they have given us range of prizes totalling \$4500.00 for the series. There will be prizes for each division each night, as well as prizes for the winners of the series. This will be a challenging and hard fought series which will also provide participants with much enjoyment. Bring the family and join our celebrations.

On Sunday 8<sup>th</sup> December our club member, Frank Kolozi, the Manager of Maughan Thiem Car Sales at Mount Barker, organised a test drive of Ford vehicles as part of Ford's

*continued over page >*



**Voodoo Child (Chris Reiffel) leading Oh Really (Mike O'Reilly) in the Spinnaker Division in the Goolwa - Narrung race.**



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< *Commodore's report continued from previous page*

*Go Further 4 UR Community* project. There were 75 GRYC 'celebrity' drivers that afternoon. The result was that the Ford Motor Company, via Frank, presented GRYC with a cheque for \$2000 (see photo, right). The club extends its appreciation to Frank for his excellent organising of the enjoyable event, and to the Ford Motor Company for their generous cheque.

Please prepare carefully for the 26<sup>th</sup> January 2014 Marina Hindmarsh Island Milang –Goolwa Freshwater Classic. It's an event which captivates GRYC and indeed our community. We cannot choose the winds, but we know that delight for this event will abound. And even when there's not a ripple on the water we are sure that from somewhere or nowhere a hoped for sea breeze will blow, and lulled marooned yachts can move again, hell bent for the finish down the Lower Murray to Goolwa, and GRYC's warm welcome and congratulations to all participants.

Finally on behalf of GRYC I extend my sincere thanks to our Friday night bistro chef Sharon Walker. Sharon and her family, quietly and most effectively, have been working with and supporting GRYC for the last 3 1/2 years. We wish Sharon all the best in her next venture. Sharon will be replaced by Lachlan Kelly who starts working with us on Friday 20<sup>th</sup> December.

Take care at this time. I wish you all a happy, safe and prosperous Christmas and New Year.

*Brendan Murray*



## Vice Commodore's Report GRYC Members are a Fortunate Lot

We are a fortunate lot at GRYC. We have some excellent facilities to enjoy, in a setting that could be classed as iconic at an international level. As GRYC club members, we are very lucky to have the privilege of this venue in which we can all enjoy a whole range of recreational activities.

While we enjoy ourselves, there are two key aspects of the GRYC that deserve special recognition, because they are the reasons that our activities are affordable.

First, our sponsors. They are individually, and collectively, extremely valuable contributors. Every race series held during the season at the GRYC is sponsored. Some yacht classes at GRYC are also sponsored for their activities during the year. Some sponsorship is also provided for the Club overall. In addition, major events like the Goolwa Regatta Week and the Milang Goolwa Freshwater Classic receive very substantial sponsorship from the private sector and from government. Quite frankly, without the financial support we receive, we could not undertake most of these activities – the events themselves and club membership fees more generally would be unaffordable.

We should never take this financial support for granted. It is a major expense for our sponsors, and we hope that it is a good investment for them and their businesses. When you are at the club next, have a look at the sponsors' plaques on the curved timber fence. Inside the club, we also recognise the particular

sponsors that are supporting our current events. These are the businesses we should thank, and if you are considering who to buy products and services from, it would be sensible to take particular note. If you want more information, we have links to the websites of most of our sponsors from [www.gryc.com.au](http://www.gryc.com.au) and from [www.goolwaregattaweek.com.au](http://www.goolwaregattaweek.com.au). They deserve our support as they support us.

Secondly, our volunteers. They are extremely special people, and essential to the success of the Club. Every day throughout the year, there are people who are volunteering their time to the Goolwa Regatta Yacht Club. It is a little more obvious on race days, when the Safety Boats are out, the Bridge crew is in operation and the volunteers have the BBQ, bar and club facilities open for us. But during every week, the Tuesday Working Group is busily maintaining our facilities and many other people are spending their time at the Club and elsewhere undertaking a whole host of activities that keep the club ticking along. They not only save us a lot of money through their efforts, but they are also very much the heart and soul of the Club because of their connection to the GRYC, their passion and their consistency of effort.

Why do the sponsors and the volunteers do what they do? If you ask them, I am sure they will give you a variety of reasons. But we are certainly fortunate to have them all involved with us at the Club. So thank them next time you have an opportunity.

*Locky McLaren*



## The 'City of Adelaide'

Andrew Chapman, GRYC member, missed the second Twilight race of the 2013-2014 season for good reason. He was asked to participate in Greenwich on the lower Thames as the Captain (see inset photograph) of the older of two clipper ships in the October 2013 UK Royal event, to rename the old clipper *City of Adelaide*.

The ship had been named the *Carrick* for a short period when stationed on the Clyde as part of HM Royal Navy after WW I. Dressed in period costume of an 1860s clipper captain, Andrew conducted the ceremony to the delight of HRH the Duke of Edinburgh, Creagh O'Connor Chairman of the City of Adelaide Presentation Trust and Bill Muirhead, South Australia's Agent General in London. The ceremony was also undertaken to appease King Neptune and the four wind Gods (Zephyr, Boreas, Eurus and Notus) ahead of HRH the Duke of Edinburgh renaming the clipper, prior to her voyage 'bound for South Australia.' The renaming event was attended by a few hundred guests before a reception for those who had assisted the South Australian Group, who had won the right from the Scottish Government to save the ship from certain destruction. Part of the handover program of course included returning the *City of Adelaide* to South Australia for preservation, and hopefully restoration and maintenance by generations to come.

The *City of Adelaide* completed 23 return voyages from the United Kingdom to SA. The old clipper brought migrants to the fledgling colony and returned to the UK with cargoes of wool, copper, zinc and 'other goods for the homeland'. 'Captain' Andrew Chapman had ancestors who in 1869 sailed on the *City of Adelaide* back to London from SA for a family holiday. There was also another ancestor in the late 19<sup>th</sup> century who shipped wool back to London for auction from a large family property north of Port Augusta.

The preservation of the *City of Adelaide* was a 'one off' opportunity. There are only two similar ships in existence. This includes the well known younger sister ship, the now restored *Cutty Sark* which is such an icon at Greenwich on the lower Thames. It was fitting that the Royal renaming event was held at Greenwich so the two ships could lie alongside each other for a final time.

Watch *Regatta* and the GRYC web page for information on the arrival of the *City of Adelaide* back in Port Adelaide. Andrew Chapman writes that, 'It will be an event well worth observing, especially if there is a fleet from GRYC attending on water!'



## Rear Commodore's Report

As we all approach one of the busiest, but happiest times of the year, it is a time to again say a big THANK YOU to all the tireless volunteers and staff at GRYC? The last few weeks have been jam packed with sailing, socialising and fundraising, and the second weekend in December was testament to just how popular our club is. It all began with Friday night sailing and the Bistro, to be followed with the Sailability Christmas lunch and the Commodore's dinner on the Saturday; and not to give anyone time to take a breath, Sunday was huge. One group had a meeting and then a sausage sizzle, the Farr association had their Christmas get together, there were over seventy people involved in the test drives for Maughan Thiem, and the Sabres held their State Heats. WOW..what a weekend!!! Of course none of this happens without those volunteers and staff I mentioned.

After many, many Friday nights of catering for our Bistro Sharron is moving on to another enterprise in her life. We thank Sharron for all she has done on Friday Nights, numerous other functions

and the cleaning of the Club, and we wish her all the very best. However she will be back with curries for one of the Christmas Twilight races, and for the Milang Goolwa catering, so we will look forward to that. Locky Kelly has been employed to provide for us in the Bistro. It will be great to see your support for Locky over the coming months.

The Marina Hindmarsh Island Goolwa Regatta Week and Milang Goolwa Freshwater Classic are just around the corner, and over the next week or so you will receive a form giving you opportunity to help out for these events. Check out the website for the program and sharpen up your culinary skills for the 'cookoff'. More details for events will be published soon.

I wish you all a Happy Christmas and a safe and enjoyable New Year.

Come and join us at the Club.

Lyn Roberts

PS watch out for 'Guess Who's Coming to Dinner?'



## Club Profile: Ross Hutchens



Ross Hutchens at work 2013

He was born on the Eyre Peninsula but educated at Richmond Primary School and Thebarton Boys Technical High School. Ross's forebears came from Cornwall to South Australia in the mid nineteenth century. They were men who worked with their hands, 'chippers of stone', leather workers as well as woodworkers. By the late nineteenth century Ross's Great Grandfather was a shoemaker at Woodside.

Ross confesses that he was not at all bookish but that early in his life wood in any form fascinated him. Wood no matter how chopped and trimmed and planed somehow for Ross always remained alive. He remembers that by his teenage years he could never go where wood was being worked; never stand near a joiner, carpenter or cabinet maker, without feeling a sense of delight. I gleaned from Ross that to handle newly-planed wood or rough hewn timber, even to look at it or smell it, was to receive a message that a career was beckoning. It appears that the very shavings on the carpenter's floor were a crisp confirmation for Ross that there was mystery here, along with an opportunity which he would like to shape and handle. As one might expect on leaving school he was apprenticed as a cabinet maker, 'making church and office furniture'. By age 18 Ross had won the *Mathias Memorial Medal* as the top apprentice cabinet maker in the State. From aged 27 Ross has been self employed.



Hot Tramp

Working as a cabinet maker led Ross to begin to design a range of cabinet fittings which eventually have come to combine his business *Corna Hardware* operating these days in Dowdodd Crescent Goolwa. This company now provides a range of innovative hardware fittings designed by Ross and, 'aimed at the kitchen industry along with a range of functional fittings used in the domestic and commercial furniture market'. By any standards Ross' designs are innovative and represent a significant and remarkable achievement.

Another of Ross' businesses is *Cheetah Concepts*, which GRYC know as a generous sponsor of the Twilight Series and more recently as the builder of our new *Rick E Regatta 1*. *Cheetah Concepts* are boat builders and fibre glass fabricators 'using high quality hand laid techniques'. The purpose built factory in Dowdodd Crescent can handle boat manufacture of up to 12 metres. *Cheetah Concepts* builds power boats for various marine dealers. He's currently building a new *Pacer* dinghy for GRYC based on moulds provided by our Commodore, Brendan Murray. Ross has developed his own VictorCraft range of *Cheetah* boats along with 'Tennyson catboat style yachts'. I learn that Ross will take on general fibreglass fabrication work.

Who then is Ross Hutchens and what does he do in his spare



Cheeky Girl

time? - that is if he ever has any spare time. He's self effacing. He has a most gentle disposition. His desire to invent, create and build freely flows. He has a private self and one has to burrow away to plumb and identify his talent. He's a thinking man, of reserved habits, but having overcome a basic shyness he talks with enthusiasm and adjusts to the free spirit of his ideas, which in my experience he gladly shares. In particular he shares when he tells me about the boats he has built and refashioned. The first boat he built, which he still owns, was a trailer house-boat; 'a sort of caravan on the water which was popular in the late eighties'. Of course many of us remember his winning Hartley 21 *Cheeky Girl* (see photo) which was successful in Milang- Goolwa races as well as Twilight series. This Christmas Twilight series Ross will sail his sports boat *Hot Tramp* with Peter Neeft (see photo). Then of course there is his 26 foot Norwalk Sharpie *Cat Walk* which he has built from scratch. With any luck he'll sail this in next January's Milang to Goolwa Freshwater Classic. Ross Hutchens creates, builds and in his quiet and giving manner is always thinking ahead to his next project, his next invention, his next sponsorship.

*Editor.*



## Boat People: an Editorial

Recently I had the privilege of spending time with some courageous people who reached our shores by boat. There was a Hazari man from Afghanistan who is studying here to become a doctor, a Tamil from Shri Lanka who is a teacher but currently driving cabs, a young man from South Vietnam who as child crossed the oceans by rickety boat at the end of the war in Vietnam, 'saved by Mr Fraser,' he told me. And finally there's a Sikh from the Punjab who is training to become a mechanical engineer. Since the diaspora has been going on since the dawn of time, and since it is Christmas, and since we are a boating fraternity, I thought that a brief account of a treacherous boat crossing\*, that all of these people have endured, could at this time provide 'food for thought'.

*The storm came on quickly. The crosswind surged in, filtering through the apertures in the rotten wood, sounding like a chorus of low moans. The boat began to rock. Hugging a beam at the top of the hatch, Mai looked out and her breath stopped: the boat had heeled so steeply that all she saw was an enormous wall of black-green water bearing down; she shut her eyes, opened them again – now the gunwale had crested the water – the ocean completely vanished – and it was as though they were soaring through the air, the sky around them dark and inky and shifting.*

*A body collided into hers, slammed her against the side of the hatch door. The boat righted and she slipped again, skidding in jets of water down the companionway. The hatch banged shut. Other bodies – she was on top of them – thighs and ribs and arms and heads – jammed this way and that with each groaning tilt, writhing toward space as though impelling the boat to heave back to, back into the wind. ...*

*Finally the storm arrived in force. The remaining light drained out of the hold. Wind screamed through the cracks. She felt the panicked limbs, people clawing for direction, sudden slaps of ice-cold water, the banging and shapeless shouts from the deck above. The whole world reeled. Her stomach forced up, squashed through her throat. So this was what it was like, she thought, the moment before death. ... Death? Fear? Surrender? She stayed in that human cocoon, heaving and rolling, concentrating, until it was over.*

\*Extract from: *The Boat* by Nam Le .

## Abandoned or ... 'More Work for Randal Cooper and Leigh Muller.'

The old flat bottomed timber cruiser swung clear of the Port Douglas jetty and chugged slowly upstream. People chatted excitedly, took photos. The river boat captain told us how to look out for crocodiles, different wader birds, sea eagles and nests in mangrove swamps. This was all part of tourist advertising and we were persuaded. But I was shocked. Our tourist brochure had made no reference to the river's history of cyclones, jetties dissolving into mudflats and the dozens of abandoned yachts.

On the ten-mile length of river there's a flotilla of yachts waiting to be sailed, to be loved, to go to sea again. But it's a long time since they raised anchor; twenty or more years, according to our cruise boat skipper, of being endlessly battered by tropical storms. Are they bitter but also hopeful or sad and patient, I wonder? Most have Jacob's Ladders hanging, maybe hoping to be climbed again by sailors or owners who have disowned them. There are stories here as once elegant forty feet plus round-the-world yachts are split and stained as birds nest among broken timbers; former temples of the ocean riding unloved, forgotten like *Robinson Crusoe*, washed up, left

to a life of solitude. Could Randal Cooper and Leigh Muller mount a rescue at this eleventh hour? Probably not.

It is sad. The flux of tides brings long-legged wader birds picking at mud flats around the hulls, while at high water the tidal current strains rusting anchor lines and shakes loose cleats that once held firm. Latches are now corroded and seized. One senses the yachts yearning for voyages they never had, eager to be repaired so they can sail again downstream to the windy ocean. They are not yet wrecks! But for the moment they are graveyards, memorials tugging against the winds, inclined in the mud to the lee of their neighbours. Masts once upright now lie above the gunwales, held by sagging safety lines once viewed from the masthead. Mists, mud, tides and storms delay decisions.

I know that poets and artists still love them. I could write an ode to their bows and imagine sails curved on a starboard reach, youth eternal on a rolling sea, my longing immense. But instead I see betrayal, hope quenched.

'The bottom line is the real issue,' says our skipper. 'It's cheaper just to leave them. They will eventually break up and sink into the mud.' He's sanguine our skipper, but also realistic. No owner, it seems, considers his thrill aboard, his once happy time and plans that lured. Do these owners remember their yacht's former beauty or ponder their dreams when suns set over far horizons? It's over now. In this mangrove cul-de-sac tidal currents realign hulls only for them to be held fast again, stuck as before at low tide. Above them a white-breasted sea eagle circles, lifting gloriously with the wind as they once did. But the yachts have no choice, foiled by the bottom line.

## Sailability

**S**ailability has had an eventful year starting with the awarding to GRYC of the Australian Hansa Championships next Easter 2014. We expect 70+ entrants with some coming from New Zealand and Japan. Unlike the SA championships, which will be held at Port Adelaide on April 5<sup>th</sup> and 6<sup>th</sup>, the Hansa championships are for able sailors and sailors with a disability. As part of this event we are looking for volunteer support from club members, family and friends. If you think you can help or would like further information then please contact me or one of the *Sailability* members.

In the Liberty's division at the ISAF World Cup just completed in Melbourne (December 1<sup>st</sup> - 8<sup>th</sup>) our Jocelyn Neumueller came 2<sup>nd</sup> to Bob Schahinger from the Adelaide Sailing Club. We are keen to see her reverse this order at Easter.

We supplied 4 boats and volunteer crew to the "International Day of People with Disability and Recognition Awards" at Murray Bridge on 29<sup>th</sup> November. Six boats from Port Adelaide Sailing Club also participated. On the day many sports were represented including rowing, cricket, bocce and croquet. Sailing was the most popular endeavour by far with 77 people being taken for a sail.

On the 4<sup>th</sup> of December the Burnside Symphony Orchestra (BSO) put on a concert for GRYC *Sailability*, as they have for 10 years, this time raising \$1700, which will go towards the running of the Hansa Championships. We thank Ali Bell and Lyn Roberts for the organising of the event and the BSO for their tremendous support.

**Brian Southcott, Chair Sailability**



## Their First Sail aboard Whiski with Soda.

When two people buy a trailer sailer, and set out on their first ever sail, it's possible their world could change. Change forever. Vibrant new members of GRYC, Jeff Secomb and Ellie Redmond, bought their first ever trailer-sailer – a redoubtable Cole 23. They bought it a week before the Goolwa Narrung race on Saturday 30<sup>th</sup> November. 'I just liked the boat's name,' Ellie said. 'I couldn't resist it. *Whiski with Soda*, it suits us, and it has a television as well as a porta potty on board – just what we need!' She laughed with delight. Jeff checked that *Whiski* had a mast, motor, mooring ropes and some fenders. Their sailing career had begun.

Ever gutsy and willing to give things a go, they registered for the Narrung race. Peter Trembath, borrowed from *Wind in the Willows*, agreed to sail with them. 'Probably a four to five hour sail, no more,' was everyone's advice. Provisions were loaded aboard.

It was a windy head-wind start, with tacking necessary all the way to Stony Point. Ellie described how *Whiski* just wouldn't respond. 'And anyway we couldn't lift the motor clear of the water so the drag of the motor hindered us,' exclaimed Jeff. Ellie thought that 'being hindered', was an understatement.



Ellie & Jeff

As the fleet sailed away from them Jeff decided it was time to motor sail. All was well, the electric start motor roared into life. Off Point Sturt they had caught the back markers of the non-spinnaker division and decided to turn off their motor and complete the sail across the lake to Narrung. When they arrived, eight and half hours after leaving Goolwa, they rafted up, the outside boat, fifth in line alongside *Away with the Farries*.

Apart from the 'bladder splitting' hike across five rocking boats to get to the jetty, everything seemed to be going well. *Whiski's* happy but rather tired crew joined everyone else at the Narrung Community Hall, for dinner and entertainment. On the late evening walk back to the jetty the wind had risen, not too much, but enough. By midnight boats were rocking vigorously and despite fenders, boats continuously slammed into each other. No one slept, least of all Jeff, Ellie and Peter. At dawn, and for most of us it couldn't come soon enough, *Whiski's* crew clambered across boats and safety lines to the jetty, to make ready for their needed, Narrung Progress Association's high cholesterol breakfast.

Sunday was Dec 1<sup>st</sup>, Jeff Secomb's birthday, not entirely the birthday celebration he had anticipated. Winds were very light for the return sail back to GRYC. But *Whiski's* battery was too flat to start the motor. Alex Woods, aboard *The Mikado*, had jumper leads and with *The Mikado's* batteries operational, *Whiski's* motor started. They could motor sail back comfortably to GRYC; but had not expected to run out of petrol off Point Sturt. Drifting now they phoned and radioed *Rich E Regatta*. Know that GRYC's sailing ventures always has winners. Evergreen and well prepared Dave Smallacombe, aboard



*Steeple Jack*, had a spare 10 litre can of petrol. *Whiski's* motor purred, as did her relieved crew. From Rat Island to Goolwa steady rain spattered *Whiski's* decks but they berthed safely at GRYC. Her happy and damp crew were accorded a hero's welcome as they entered the clubhouse. For despite their yearnings for a smooth and uneventful first sail, Jeff and Ellie know that most sailing after this 'will be a breeze'. And laughing now, they say, 'It's been a memorable birthday and sail, and ... loving her now, *Whiski with Soda* is not for sale!'

Editor

## The 'Milang Goolwa' Yacht Race is back with a full Goolwa Regatta Week

One of South Australia's most popular yacht races, **The Marina Hindmarsh Island Milang-Goolwa Freshwater Classic** will be held on Sunday 26 January, 2014. Entries open on Friday 1<sup>st</sup> November 2013, online through [www.goolwaregattaweek.com.au](http://www.goolwaregattaweek.com.au) and close at midnight on Thursday 16<sup>th</sup> January 2014.

The race will be a spectacular finale to **Goolwa Regatta Week**, which starts on Saturday 18 January. and includes the popular Marina Challenge, this year using an extra canal, providing even more up

close opportunities for spectator viewing.

The Freshwater Classic still holds the record as the largest freshwater yacht race in the southern hemisphere when 584 boats competed in 1986. "Goolwa Regatta Week and the iconic Milang to Goolwa the next day are further examples of how the River, the Lakes and yachties bring communities together", GRYC Commodore Brendan Murray said. "It is the most significant sporting event in the region, but it is also an important and fun community event. Now the water is back, we've seen a resurgence

in the economy, culture and lifestyle of towns and communities along the Lower Lakes, Lower Murray River and Fleurieu Peninsula. It is fantastic to see the revival as the waters have returned" he said.

GRYC event director, Vice Commodore Locky McLaren says "The race links the three lake and riverside towns of Milang, Clayton and Goolwa in a singular event, the communities are involved in the staging of the event, and the whole course offers spectacular viewing." More in for at [www.goolwaregattaweek.com.au](http://www.goolwaregattaweek.com.au)



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## Goolwa – Narrung Race December 2013



Photos by Rob England

## The America's Cup

George Dostal has sent GRYC many outstanding and exciting photos of this years' America's Cup, sailed in San Francisco Bay. (see photo - left - of eventual winner, *Oracle USA*). Many thanks George. George can be contacted via GRYC if members wish to see his wide range of photos, and learn more from him about this and future America's Cups - in what it seems, is the shape of sailing to come!





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