

REGATTA

THE OFFICIAL JOURNAL OF THE GOOLWA REGATTA YACHT CLUB

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Commodore's Report

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What a busy club we have, much is happening on and off the water. During the past three months we have seen the finish of the Twilights and Summer races, the start of the Winter races and a wide range of social functions to cater for all tastes.

The HANSA championships were hosted by GRYC over the Easter weekend; what a well organised machine that was. Our trusty volunteers led by Brian Southcott and Lyn Roberts made for a smooth, well-run event for our visitors. The Raft-up for Cancer was a great event despite the cold, wintry day and fun was had by all and a great fundraiser for cancer. Thank you to Heather Parker for all her efforts.

After seven years Roger Rees is stepping down as Editor of *Regatta*. While Roger has been writing, editing and organising the printing of *Regatta* he has completed 42 profiles of our

members and stamped *Regatta* with his special brand of style and humour. I have been asked many times by members of our major city clubs about which organisation we get to put our *Regatta* magazine together. When I tell them that it is just one more of our volunteers, they are very surprised.

Some of you may not recognise Roger; he is that Noalex skipper on *Wind in the Willows* who always thanks his mother when he wins a glass. Beside the lighter side of Roger there is a very serious side that flourishes when assisting those less fortunate to be treated with respect and generosity of heart to equip them to maximise their lives. Roger has been instrumental over the last 25 years with the establishment of state wide rehab programs for victims of trauma, as well as contributing to our *Sailability* program. He's committed 100s if not 1000s of hours to help others. Thanks Rog for all you have done and all that you have

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ANNUAL DINNER & PRESENTATIONS

GRYC Annual Dinner & Presentation Night at The Landing, Hindmarsh Island

Saturday 14th June
6-30pm for 7-00pm

ANNUAL GENERAL MEETING 2014

Sunday 15th June
Goolwa Regatta Yacht Club
10-30am for 11-00am



Bacchus zips along in the January 2014 Marina Challenge



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achieved within our community; we look forward to your continuing support.

I am a little sad writing this my last Commodore's Report for *Regatta*, as I have enjoyed myself immensely as Commodore. The support that you our members have given over the years has been overwhelming. My calls for assistance (and they have been many) have always been answered with, 'sure I can Brendan, leave it to me, you don't have to worry about that anymore'. What's even better, I only ever have to ask one person. How lucky are we!

My last call is for the June long weekend. GRYC is hosting the Opti and Laser Frost bite Regatta, and we are expecting 80 Opti's and 30 Lasers. We will need help on and off the water, so please call me if you want to work hard and have some fun. It is great to share our passion for sailing with others.

Angela and I have made significant new friendships and enhanced old friendships during my time on the General Committee, as Rear Commodore, Vice Commodore and finally as Commodore, but I know it is time to move on and let someone fresh take over and I am confident that Locky McLaren will do a great job.

He will do it differently from me, as I did the job differently from Don. Please give him all the support that you all gave me. It is a big job he is taking on and he will need support from all our members.

Thank you all.

Brendan Murray, Commodore

Vice Commodore's Report

My two-year tenure as Vice-Commodore is rapidly coming to a close, so I want to take this opportunity to thank everyone in the Club for making the last two years a successful period for the Goolwa Regatta Yacht Club.

Racing Rules might surprise you

The Racing Rules session on Sunday 13 April was attended by 14 people. Tim Went and Lisa Bettcher were excellent in presenting the session for us. We will have more sessions in future, probably once a year at the start of each new sailing season. I would thoroughly recommend all sailors attending – I think you might be surprised what you learn!

Focus still on the Milang Goolwa and Goolwa Regatta Week

All results for The Marina Hindmarsh Island 2014 Milang Goolwa are now final (I think).

The Race Committee has had lots of discussion in reviewing the 2014 Milang Goolwa. We want to ensure that we make all the changes necessary to ensure a great event in 2015. We certainly don't want so many protests as the protest committee had to deal with this year! Particular attention is being given to specific requirements in yacht race categories – Categories 5 and 6 – and the implications for all Divisions in the Milang Goolwa race and associated race management. The Committee is also revising the Milang Goolwa Handbook to provide guidance for future event organisers.

We have lodged post event reports with the SA Tourism Commission and the Alexandrina Council. We have also lodged

humour. Randal has been at the helm not only of his winning Restricted 21 *Nerana*, and been club champion so many times, but has organised the popular unofficial winter Twilight series. His thanking his crew and *after dinner addresses*, when he has won another glass, has become part of club camaraderie as on any Friday night; he brings GRYC together. Comparable in her most effective way has been the leadership, commitment and talent of Lyn Roberts. Lyn has been a lynchpin for me and for GRYC.

The necessary cancelling of the Milang Goolwa Freshwater Classic during the drought and then the resurgence of interest and participation with the renaming of the event as the *The Marina Hindmarsh Island Milang Goolwa Freshwater Classic* has provided fresh sponsorship, focus and coverage. I watch the river now flowing gently by on this warm autumn day and remember the frenetic calls of 'starboard starboard' at a race start, and before that of Rick's brief but telling briefing advice, 'have a good race'. I've had a good race and time as editor; I may still write more profiles if you'll allow me; but not of course as editor. That now becomes Brian Smith and Angela Murray's responsibility. I wish them well and thank all those who have supported me and contributed to *Regatta* over the years.

Roger Rees, Editor

Editorial

During my time as editor of GRYC's *Regatta* I have had fine support from four Commodores: Graham 'Robbo' Roberts, Keith Parkes, Don Richardson and for the last two years the delightful encouragement of Brendan Murray. I suspect that I am just getting into the groove of Editing when I feel that because of other commitments it is time for someone else to take over. Seven years is quite a time for an editor to last without being sacked.

There have been many highlights for me in editing *Regatta*, not least observing how GRYC survived the drought and of course being able to interview so many significant club members and write their profiles. They all stand out in their way – unique people, open, committed and achieving; each contributing their passion which merges and builds club cohesion. Passion and achievement is everywhere. Remember the Queensland lads who paddled all the way from the Queensland Channel country to Goolwa during the drought or *Dominant Star* surfing the Murray entrance on its return to Goolwa, or the guts of so many participants in GRYC's unique monthly *Sailability* event, or the skill that has evolved with radio controlled yacht group. When the *Goolwa Needs Water* campaign was developed Randal Cooper was at the helm with his own brand of energy, insight and

applications for grants for the 2015 event. The State Government and the Alexandrina Council are particularly interested in Goolwa Regatta Week because of its potential tourism benefits. We still need a publicity and marketing person to support these events – any offers will be gratefully received!

A new Racing Program on the way

The racing program for 2014/15 is being drafted, so that we have it available for all GRYC members by Opening Day.

Keeping our Marina in good order

The Marina Sub-Committee is very actively progressing maintenance projects to ensure we maintain a high-quality facility at the Club. The Tuesday Working Group is playing a very important role in managing the maintenance program. All GRYC members can help by identifying anything that needs repair or replacement – we have a folder in which these can be requested for action. See our Manager, Ben Westmoreland if you need any assistance in this respect.

Significantly, the GRYC has decided to join the Marina Industries Association (MIA). We are keen to pursue Level 3 of the MIA Clean Marina Certification. The Marina Sub-Committee believes this is very achievable given the current high standard of operational readiness and maintenance at GRYC marina facilities. The MIA also has an impressive and growing training program that will be beneficial for us.

Locky McLaren, Vice Commodore

Rear Commodore's Report

As we head into the winter season there is often a soft sigh of relief as we anticipate quieter times for the next month or so, but I wonder? Only a few days ago a prominent sailor was lamenting the fact that he was missing Friday Night sailing already! I am sure that we will fill our weekends with lots of activity and it is pleasing to see that the numbers are still growing for the Friday night Bistro. What a special find was our chef Locky? If you are able to book ahead over the coming months for the Bistro it would make catering a whole lot easier. I think Locky has managed the 'loaves and fishes' trick on a few occasions, but his food is always delicious.

The 'Guess Who's Coming to Dinner' evening was a great success and many thanks go to the hosts and hostesses and the guests who braved the mystery of the evening. Over \$900 was raised for the Club and another GWCTD evening is planned for 26th October, so mark it on your calendar.

May sees the return of the popular Black Tie Dinner and from all accounts, with tables nearly full, this promises to be a success again. Thanks to all involved in creating a special night.

This year the Annual presentation Dinner will be held at The Landing on Hindmarsh Island. The cost will be \$50 and you can book and pay for your tickets through Ben. At the AGM lunch we will be celebrating 160 years of GRYC with some interesting cameo spots throughout the afternoon. Come along at 11.00am for the AGM and stay on for a ploughman's lunch.

Our recent working bee was well attended and despite the miserable weather, all the listed jobs were completed or allocated for the next weeks. Thanks to all those who attended on the day and who rolled up their sleeves for a few hours.

The Social event for July will be a 'Surprise P' night. Watch out for details to follow next month.

The changes to Club BBQs and Social Events over the last 12 months appear to have met with your approval and we will be following a similar model for 2014-15. The change has allowed for flexibility and for more creative thinking and ideas.

Congratulations to Heather Parker and her team for the fantastic Cancer Council Biggest Afternoon Tea Raft Up. Again Goolwa's weather wasn't kind but we all had loads of fun and well over \$2000 were raised. Altogether GRYC has raised \$5000 for this appeal over two years. Well Done!

Finally I would like to request that you check out your boats and cupboards for any GRYC kitchen bowls, plates, dishes etc. It is really easy to take something home and intend to bring it back BUT..... so, we don't mind who has what, but we do need items returned.

I am looking forward to your continued support and involvement at GRYC.

Lyn Roberts, Rear Commodore

"... absolutely nothing - half so much worth doing as simply messing about in boats." Kenneth Grahame (1908). GRYC member and Regatta editor Roger Rees helms his beloved Noalex, Wind in the Willows, at full throttle.



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Dominant Hansa Class Championships

Dominant



Just when we thought everything was quietening down after a busy January, we found Easter and the Dominant Hansa Class National Championships were upon us.

What a great time was had at GRYC and our visitors from all corners of Australia were suitably impressed with our Club and the facilities we provided.

The event began with a vengeance on the Tuesday before Easter with the Tuesday working group, and other friends, working busily to ensure everything was ready. These preparations, along with weighing, measuring and registration, continued until Friday, when the first practice sessions were held. It was an exciting start to the championships and all the plans for embarking and disembarking sailors worked smoothly, and the 'on water' crews had everything under control.

Forty-six sailors competed in four divisions and some sailors tested their skills in two divisions which entailed sailing morning and afternoon. Needless to say there were some very tired but happy people at the end of the day.

Of course it wouldn't be Goolwa if we didn't have varying weather conditions! They went from almost no wind to too much wind on the last day where all races were postponed and then cancelled. However sailors managed five races each and results were announced and trophies presented on Monday afternoon.

We are very grateful to our sponsors for the championships – Dominant Chemicals, Kennett Builders, Alexandrina Council, Goolwa Camping and Tourist Park, Bupa, Adelaide Hills Party Hire and Victor Harbor Podiatry. Without this support these events do not happen. Thank you.

To our own volunteers and friends we say a huge thankyou. Over 80 people worked tirelessly to cater for everyone's needs on and off the water, and the sense of camaraderie was evident everywhere.

Next year the National Titles will be held in Tasmania and plans are underway already for sailors and organisers.

Goolwa to Wellington Race

On Saturday 15th March, nine yachts in 3 divisions (spinnaker, non-spinnaker and cruising) started in the DSM Construction Goolwa to Wellington race and with the wind behind them were quickly away. It took just an hour to reach Clayton and by mid afternoon all boats had completed their first radio sked. By the time boats had reached Point Sturt for their second sked the wind had started to pick up and everyone was making excellent time.

Destiny and *Voodoo Child* were still under spinnaker and bounding away from the fleet. *Steeple Jack* was now onto her second or third sail change, settling into the conditions and starting to close the gap with the other spinnaker division yachts.

In the non-spinnaker division the two RL28s led their field and *Bacchus* was gradually making ground on *Elanora* as they sailed with headsails poled out across Lake Alexandrina along the lay line to Point Pomanda. In the downwind conditions *Encore* found herself unusually mid fleet. Nearby *Chandler's Breeze*, *Condor* and *Maid Marian* were all enjoying the conditions as they raced toward the finish line. *Serenity*, previously known as *Polly*, although in the

cruising division recorded her fastest speed known to date.

In the final hours of the race the wind speed increased above 20 knots and gusts were regularly reaching 30+ knots. The finish was set just East of Point Pomanda adjacent Beacon 103. Due to the narrowing of the water way, wind strength and direction waves were building to well over a metre at the outer entrance to the river with a very short wave length. *Destiny* was determined to cross the finish line with her kite up and despite some big gusts and waves and broaches just managed it. She was the only one in the spinnaker division to do so.

Five yachts had crossed the finish line and the rest had the finish line in sight when a strong front passed over the fleet. Two yachts that had just finished were rounded up uncontrollably (one under bare poles). At the finish line *Chandler's Breeze* could see what was coming and quickly furled her headsail as she surfed over the line. *Encore* still had her headsail poled out and struggled for some time to unclip the pole and bring the boat under control as she finished the race. As the waves reached their peak *Condor* opted to drop her sails and retire just metres from the finish line.

Unfortunately *Maid Marian* was hit by a major gust which laid the boat on her side and the skipper and crew were thrown from the boat into the water. *Maid Marian* then righted herself and proceeded to sail off with the crew still in the water. Fortunately *Serenity* was only about 20 metres away and quickly retrieved the crew and then set off to try and recover *Maid Marian* which was quickly heading toward shallow water and the shore. With just metres to spare they were able to hook her and the skipper and crew clambered back on board, started the motor and dropped the sails.

In the spinnaker division *Voodoo Child* finished fastest while in the non spinnaker division *Elanora* was first across the line. Back at Wellington yachts nosed up to the bank and relaxed for a couple of hours before enjoying a meal at the pub and a quiet night's sleep.

Louise Edwards

Mary Celeste and Maid Marian

British merchant 282-gross ton brigantine *Mary Celeste* (or *Marie Celeste* as it is fictionally referred to) was discovered on 5th December 1872 in the Atlantic Ocean, unmanned and apparently abandoned by its crew of seven and two passengers. It was reported the weather was fine and her crew were experienced and capable seamen. On Saturday 15th March on Lake Alexandrina during the latter stages of the GRYC Goolwa to Wellington race the revered Norwalk Sharpie *Maid Marian* of the famous green timber hull and dark red sails was abandoned by her experienced crew in conditions difficult and blustery with unexpected gusts reaching 30 knots. As with the *Mary Celeste*, *Maid Marian* was reported as being in sea worthy condition. Her redoubtable and impeccable skipper Peter Shipside would not have it otherwise. However, in the case of the *Mary Celeste* none of her crew was ever seen again! This I suppose is where the contrast almost ends. Having abandoned *Maid Marian* to her fate she sailed away, reportedly gathering momentum and, making for Wellington and Tailem Bend, achieved speeds greater than when sailed by Peter and Bob. They still wonder whether this is possible, but that was, and is, the uncontested evidence of the day.

Mary Celeste was the classic ghost ship. Not so *Maid Marian*. Simon Barrow in *Serenity* managed, with the help of his daughter Amelia and crewman Steve Smith, to pull aboard the *abandoning* sailors Peter Shipside and Bob Jennings from the Lake's cold waters. Under motor Simon give chase to *Maid Marian* where she was reunited with her apologetic skipper and crewman. After this inauspicious event will *Maid Marian* be renamed, and since there will apparently be no GRYC enquiry will there ever be a challenge to the serious charge of abandoning ship? Who is able to validate the story of *Maid Marian* when for a few minutes she was famous as a ghost yacht on Lake Alexandrina?

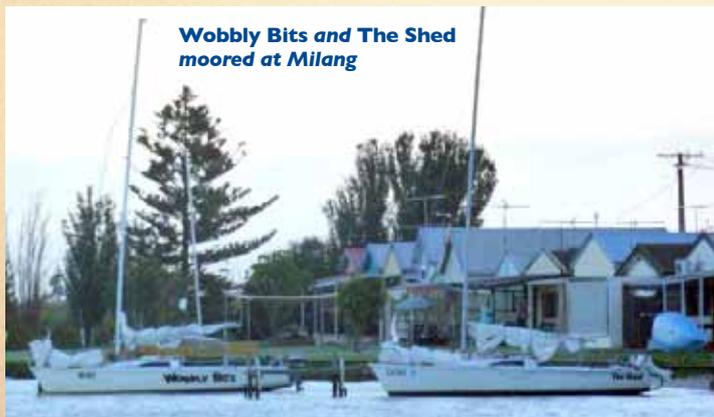
Club Profile - Brendan & Angela Murray

When someone with energy, generosity and commitment turns up in your home or your club you certainly take notice. When this person's sheer friendliness floods the atmosphere, then you soon warm to the man's enthusiasm and in particular his grasp of issues; in this case issues that concern the running and promotion of the GRYC. Brendan Murray our present Commodore, joined GRYC in 1994 accompanied of course by Angela with her low key, smiling and as we soon realised, ever practical and supporting role; a sort of *rock of ages* ... along with their three children

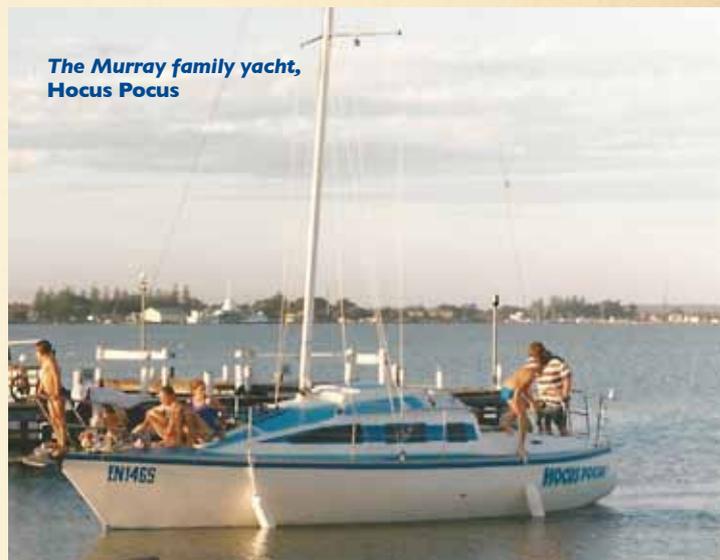
To begin with I asked Brendan what yachts he sailed before his renowned Blazer 23 *Wobbly Bits* and now of course his modified RL28 *Bacchus*, the 2014 Goolwa Milang Freshwater Classic winner, (although of course on this occasion Brendan was rather the race horse owner than the jockey). He provided a substantial list of yachts which demonstrates his sailing pedigree. He's owned a Ross 650 called *Cocktails and Dreams*; a Court 650 (Never Named) a National E Tricke, umpteen Mirror Dinghies, and a cruising Serendipity, the first boat Brendan ever built named *Hocus Pocus*. Given Brendan and Angela's full, varied, and happy family and extended family life it appears that everyone has sailed with Brendan. Prior to his current crew of Rob Groves and 'wicked but glorious *Michelle*', John Brice and Paul Harvey have sailed with him. Then on *Wobbly Bits* before the drought Peter Hendy, Warren Carey and Rob Makin. Family sailing on *Cocktails and Dreams* naturally included their three children Lucia, Tom and Billy. Aboard the Court 650 Brendan's father Ross sailed with him and then when *Hocus Pocus* was built Brendan's extended friendship group joined as crew including Peter Nielsen and his son Michael and Peter Neeft and his son Sam.

On any Friday Twilight race there is usually a new club member hoping to crew. They stand there waiting hopefully. More than any one else over past years it has been Brendan who volunteers to have them join him on *Bacchus*. He welcomes them warmly and their sense of belonging to GRYC has begun.

Brendan is clear that his father Ross was his inspiration. 'As a teenager he wagged school and sailed across the Gulf in a canvas boat that he had built. He was often seen pushing his Sharpie with a hand trolley down to Brighton from Glenelg where he lived.' Memorable sailing moments for Brendan include 'single handed sailing and racing against Peter Nielsen (helming *The Shed*) to Milang ... he beat me by 100 metres. Launching *Hocus Pocus* when



**Wobbly Bits and The Shed
moored at Milang**



**The Murray family yacht,
Hocus Pocus**

our children were very young and then of course sailing aboard my brother's Beneteau in the 2012 Port Adelaide to Port Lincoln race with three sick crew, ghastly winds and persistently rough seas.'

In his role of Rear and Vice Commodore and then GRYC's Commodore 2012-2014 his focus on effectively managing and developing our club can only be held in the highest esteem. Ebullient and big hearted is how Brendan Murray has been described and that certainly fits. 'Sometimes appearing bombastic on the outside but always kind and gentle on the inside' is Angela's comment and she should know, and Brendan's kindness to club members needing support is legendary.

On reflection he has charted his way carefully but like all change agents he could take off at a moment's notice recommend and suggest activities and changes that sometimes, just sometimes, had to be curbed. Yet he has always accepted alteration of course with all the sportsmanship that characterised his willingness to complete a 720 if, during a race with *Bacchus* or *Wobbly Bits* he had jumped the start (never!), accidentally collided with a competitor or minutely touched a marker buoy.

His substantial contribution to GRYC and to his community is outstanding. Brendan brings to our club multiple skills of 30 years of manufacturing specialised brass and stainless steel products for the architectural hardware industry, and now wholesaling marine products. He is always available and with characteristic warmth makes new members feel at ease and included. His enthusiasm for dinghy sailing will always be memorable, after all it is where, for young sailors, the understanding and love of our sport begins. When not racing, Brendan's engaged in building Pacers, is on GRYC Regatta rescue boats and of course when needed serves in the bar.

Brendan Murray is worth his weight in gold; he's survived, as ever with Angela's love and support, a very nasty life threatening cancer. He has that nuggetty larrikin quality of a man who rarely stops working and gives a team its strength. Brendan and Angela have worked tirelessly for GRYC and given us confidence and strength these past years. Brendan's laughter, Angela's smiling and 'nothing's too much trouble commitment' and the sheer delight of club members when Brendan and *Bacchus* win a Twilight race will echo on the club's lawn for a long time yet. He has managed our club wisely and with great enthusiasm and for the last two years the fortunes of GRYC has been his life. We have been the beneficiaries.

Club Profile - Matt Irvine



**Matt Irvine, Johnno Bannister,
Ellie Smith & John Wells sailing *The Kraken***

Despite everything, something in us always wants to go back. Back to wild country to where birds migrate and nest, where seals bathe and pelicans glide. In wild terrain old desires, so often based on childhood enjoyment, rise up and convince us, often against all predictions, that learning about and enjoying the wild, in this instance the beautiful and delicate Coorong really matters. And when you are taken there by someone enthusiastic, knowledgeable about and sensitive to this landscape on our doorstep then that's a double bonus.

Matt Irvine is a skipper and commentator on the Spirit of the Coorong. He also skippers and sails the five year old one off design *The Kraken* with considerable success. But to begin with let's stick with his tourist role and advocacy. You clamber aboard the Spirit and he welcomes you. His smile is easy, almost self effacing and he makes the tourist passenger feels at ease. A quiet pride in his navigating and helming is contradicted by his sense of fun as he makes light of his skill. No one is deceived as we clear

the lock and head downstream confident not only in Matt's sureness as he manoeuvres the boat safely and effectively in shallow and now deeper water but in his commentary in the four hours to follow. A commentary which begins easily with observations about New Zealand fur seals that loiter, fish and bask at the barrage outlet, and then gathers momentum as he talks about birds from Siberia and Alaska that migrate here for survival. The physical vulnerability of the Coorong

and its birdlife is told with all the traits akin to this vast estuary with which Matt identifies. He demonstrates an experienced ornithologist's grasp and enthusiasm, while he modestly says that self taught he has much to learn; via the experience of 'watching, naming and monitoring ocean and freshwater birds that feed on shallow flats and in deeper sumps at the Coorong edge and, of course I've picked other people's brains notably Jock Veenstra and Bayne Pedler.'

Goolwa's proximity to the Coorong made close links for Matt Irvine, but I suspect that many factors have contributed to his growing sense of the importance of maintaining the sustainability of this unique waterway. To say that Goolwa's history is founded on water is perhaps obvious when we walk along the wharf and under the bridge and read place-names linked to early nineteenth century settlement. Yet now as we listen to Matt's commentary he emphasises how the Coorong is a key to Goolwa's future and how perseverance and a collective effort are essential for the Coorong's

The 2014 Marina Hindmarsh Island Milang-Goolwa Freshwater Classic Yacht Race

It was a majestic sight for the hundreds of spectator boats lining the river between Clayton and Goolwa as a large fleet of boats raced their way along the channel to the finish line in the 2014 The Marina Hindmarsh Island Milang Goolwa Freshwater Classic.

A fleet of nearly 200 yachts from around Australia lined up for the start of The Marina Hindmarsh Island Milang Goolwa Freshwater Classic on Sunday 26th January.

The course took entrants across Lake Alexandrina, leaving a

midway buoy and beacon 88 to port before rounding Point Sturt, along the River Murray and under the Hindmarsh Island Bridge to the finish line in front of the Goolwa Regatta Yacht Club.

The forecast had predicted light winds softening around midday before the sea breeze kicked in early afternoon. However by the time of the first start there was a very respectable 10 knots from the NE which strengthened and stayed in all day. With a reach of the start line no tacking was required and it was a quick sail to Point Sturt.

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recognition and survival as one of the world's great sanctuaries. He values this far above his personal achievement which as overseas tourists on our trip remarked is outstanding. Matt Irvine 'has a naturalist's eye and an actor's skill and so provides the tourist with an unforgettable and rewarding experience which for so many has been rarely equalled.' Praise indeed.

The Kraken is another story. Matt, Harry Cooper and John Wells managed to sink it at the start of their first race. 'One mistake and we were over,' Matt says about his relatively light weight boat. But of course we won't ask if the previous owner ever sank *The Kraken*? Yet since the sinking *The Kraken* has been very competitive and won the spinnaker division of the third Maugham Thiem sponsored Twilight series. More competitive sailing and victories will no doubt follow.

Matt has lived in Goolwa since he was 10. He learned to sail on Mirrors in the Sea Scouts at Victor Harbor. He has sailed with Harry for 17 years and team sailed with Harry and John Wells. He began his working life as a horticulturalist's apprentice and then worked for Keith Parks's Freshwater Marine and at Hindmarsh Island Marina. He says he'd like to sail around the world. But surely he has a niche in the world of eco tourism because, just as it is certain that dunes and grasses move and bend in Coorong's winter winds, then if Matt Irvine realises his talent not only the Coorong but other great natural habits will benefit from his advocacy.



Matt Irvine helming *The Kraken*

From Point Sturt yachts cracked the sheets, hoisted spinnakers and poled out their headsails and thoroughly enjoyed the run along the River Murray, past Clayton and into Goolwa. The wind strengthened as the race went on allowing all yachts to reach Goolwa by early afternoon.

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

Optimist State Championship (Saturday 7-Sunday 8 June)

They're back! *Hurricane Harry, Dodger, Angry Angus, Impossible Princess, Ship Happens, Mean Machine, Pocket Rocket, Destination Unknown, Zig Zag, Pirate, Jackpower, Hotshots, Top Gun, Sparky, World on Water, Hells Bells, No One Knows, Hazzadus, Scrappy Doo, Lightening Flash, Skullduggery, Blue Dragon, Spinach Armada, The Girl Who Waited, Tazzie Devil, Tiger Lily* and, of course, *Daddy's Money* along with many others will vie for the State Optimist Championship once again held at GRYC. This is an ever-popular event on the GRYC calendar with great hospitality provided by club member and masterful race management by evergreen Uncle Rick.

Peter Reedman and Sailability

Congratulations to Peter Reedman for the publication of his excellent illustrated book about GRYC's *Sailability* program. The book contains a hundred or more of Beth Nixon's excellent photos. Former Commodore and *Sailability* program initiator Simon Thiele has written the Foreword in which he makes clear how the sport of sailing enriches the lives of people with any type of disability and of any age. Peter's 170 page book (designed for your coffee table) titled *Sailability at GRYC* is a Petrus Publication and can be obtained for \$30 from the club manager Ben Westmorland.

Vale Graham Nicholls 1936-2014

In recent years Graham was best known as a keen participant in GRYC's *Sailability* program. He sailed in a 303 dinghy with his regular sailing partner Trevor Baldock, and was sailing with Trevor in late February, a week before he died. Graham's severe disability was caused by a stroke. He bore his handicap with much courage accepting that he could never have achieved as much as he did without the commitment, inventiveness and resilience of his wife Margaret. Prior to his disability Graham enjoyed many happy years sailing his Sonata 6 *Rhapsody* in Milang Goolwa races and cruising with his family on the lower Murray and Lakes. GRYC extends its condolences to Margaret Nicholls and is grateful for the example of her courage and warmth at this difficult time.

**GRYC Annual Dinner &
Presentation Night
14th June 2014
AGM - 15th June**

Members' Business Directory



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