

Straphanger

Port Curtis Sailing Club Inc

Est. 1941

May 2014

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Presentation Night, Page 14



YOUNG DINGA'S DIATRIBE

BY COMMODORE JOHN IBELL

Hi all,

Here we are at the back end of the season already with only a few weekends of sailing left before the presentation night at the end of May. There are still trophies up for grabs so I anticipate close and competitive sailing for the month of May.

Easter was a mixed bag for PCSC sailors with Wistari and No Problem completing the B2G and Restless retiring due to crew flight commitments. Congratulations go out to Wistari for sticking the light weather out, finishing at 730 Monday night and picking up a bulk number of trophies. Well done all! Scott has submitted an article about Wistari race further in straphanger. Congratulations also to the No Problem crew as we all know that cats and light weather is a great combination for reading books and not much else! Well done for persevering also! We had PCSC sailors crewing on other boats also for the weekend with mixed results.

Hats off to Patron Baz for his stellar work on manning the information room for the weekend yet again. The paper article reported Baz doing this for the past 60 years but I know that's wrong as he isn't 60 yet! J Hats off also to all the volunteers and staff that worked over the weekend to make the club the place the locals and sailors wanted to be. Your output is much appreciated.

Of course the boats had to be delivered to Brisbane and all boats had an uneventful and pleasurable trip to Brisbane. Many thanks go out to the helpers who assisted in getting the boats south.

If you see Brian wearing a hat now it's not a new trend but him hiding the lack of hair due to him pulling it out with the light winds and lack of sailors to consume the food and refreshments he had provided! It all turned out ok, eventually, with the crowd being spread over the Sunday and Monday and most refreshments and food being demolished. I have had many comments from locals about how they enjoyed the Sunday afternoon casual atmosphere and the old Yachties rocking again.

The comment was made that if a media company was running the race a calculating system would have been instigated at Breaksea Spit and all boats could have motored home to meet the end of race festivities! Aren't we glad we aren't controlled by the media and rely on talent and perseverance to compete and complete.

Talks are still ongoing with a number of groups in regards to future leasing of the club past our current 10 years, nothing to be concerned about, but looking at the future of the club into the next 50 years or so. If you have any queries or comments please contact me.

The club traded at forecast budget this period which is good to see the clubs recording and reporting system is allowing us to forecast reasonably confidently. Minor changes to the main menu are also continuing. We are still holding our own while the town goes through yet another phase of people and industry changes.

Just a few notes on the sailing scene;

AGM is just around the corner so please start thinking about how you can help the club in any way and let me know if you are interested in any position within the club. We have many positions and need you all to fill any one of them you are comfortable doing. Many hands make light work! (I know but it's an oldie and a goody!)

Sailing doesn't stop at May with the CQ series starting on Queens Birthday weekend and finishing the weekend after. I believe a few PCSC boats are looking at entering so watch this space for further info.

YOUNG DINGA'S DIATRIBE

BY COMMODORE JOHN IBELL



Ok, picture time. How's this shot of our fantastic club? Many thanks to Marty Cooper who took this shot while up Restless mast. He was bored from being up there for 4.5 hrs and started taking photos

Continue to enjoy your sailing and the Club's facilities and many thanks again to the large number of volunteers that continue to assist with all facets of the club. It is truly appreciated!

*Yours in sailing,
Young Dinga.*

Happy Mother's Day

*Celebrate your Mother
this Mother's Day 11th May
at the Gladstone Yacht Club*

Breakfast available upstairs from 8am,
Free Hampers to be given away plus a Jumping
Castle for the kids starting from 9:30am



2014 BRISBANE TO GLADSTONE YACHT RACE

Wistarti's Perspective—By Scott Patrick

For "Wistari", preparation for this year's Brisbane to Gladstone Race started last November, starting work on passing the first hurdle. Namely, to prove "Wistari" is stable enough to do the race under the new rules ?? Although the old girl has had enough serious knockdowns over the years to prove this, a comprehensive and expensive process of hull scanning and in-water stability measurements were undertaken to come up with an ORCi rating that demonstrated the old girl was indeed very stable with an angle of vanishing stability of 132 degrees compared with the required 110 degrees. Definitely could take that extra 240kg out of the keel Dad accidentally put in there !

The next major hurdle was finding people acceptable to the insurance company to do the out of water inspection and rig inspection, as required for insurance cover to do a race over 200 nautical miles. That finally out of the way, the next big hurdle was finding a crew. Not sailing regularly locally this is getting harder each year. The starting point was the ever loyal Tony Craner and son Tim. After talking to many people, we ended up with a Dagan on board for the first time in many years, in the form of the infamous Arthur's nephew Nick, coming across to "Wistari" with the retirement from the race of his Dad's boat "Extended", after doing the race for the past seven years. The final crew member was Andrew Turnbull, who I raced regularly against in the Impulses. Although not an experienced ocean racer, he was a very good helmsman and experienced dingy sailor. A solid crew of five.



With these three major hurdles out of the way, there was now the usual months of weekends preparing the boat and doing all the annual maintenance, as well as completing the increasing pile of paperwork and training requirements. Next hurdle was finding a delivery crew to get the boat to Brisbane. Fortunately, Tony felt like doing it the whole way on "Wistari" for the first time. To help him familiarise with the boat, Andrew was also happy to come as well, making it one of the easiest deliveries for me for a number of years, especially since the passing of dear old cousin David. Apart from some lumpy conditions from Wide Bay to Mooloolaba and few squalls as we entered Sandy Straights, the conditions experienced for delivery this time were amongst the more pleasant for a few years. Bumping into "Restless" periodically on the way down also made it more social. Especially when we were both rafted up together at Inskip Point, while waiting to cross the Wide Bay Bar. Getting to Brisbane early, ahead of the nasty change caused by the Cyclone Ita, meant more tinkering time on the boat and socialising with Ray Hobbs, who also was unusually early into Brisbane and parked at the end of the same finger.

The crew asked me long before the race what the conditions were likely to be for this year's race. I just said, well statistically, this year should be either very heavy or very light the whole way as we haven't had either for quite a long while. As the cyclone moved through and the weather patterns evolved it became rapidly obvious, I was going to be light – it would probably be one of the lightest for quite a long time. Tony and I were desperately going through all the weather models to find one that gave us hope of a late breeze. Initially there was some promise, but as race drew closer hope diminished rapidly. Although the boat was stripped out thoroughly, we did put on an extra meal and a little more water and fuel than usual. This was going to be a long one.

2014 BRISBANE TO GLADSTONE YACHT RACE

Wistarti's Perspective—By Scott Patrick

We did all the preparation and practice we could with a crew not use to being together. The three Brisbane crew joined me to do the QCYC Mud Island Race on the Saturday before Easter, which was an immensely enjoyable day. This was topped off with a legends night featuring our own Maryke Barker giving a very interesting presentation of her life story. We also spent the usual Thursday morning out doing all the safety drills and practicing spinnaker work. Then came the start of the Brisbane Race. After going through all the last minute preparations and loading/unloading and farewells, out to the start we motored. It was so light we didn't bother putting up the sails until 10 minutes before the start and timed our start based on how fast we would drift towards the line at the boat end once we turned off the motor.



We must have gotten our drift estimate pretty right as a whole row of boats in front of us crossed the line early, including eventual winner "Alive". For us we were right on the line on the start signal and most windward boat of the fleet - perfect position. However, all the boats returning to the start line restarted to windward of us and kept us smothered for ages after the start until they moved on. This included "Alive" and the old "Bobsled", now called "Whitebirds". Fortunately there was just enough wind to keep us moving out of Moreton Bay with the help of the tide. Luckily we didn't have to call in as last boat out of the bay with big cruiser Marriah bringing up the rear of the fleet. The first night started out as a

punch to windward against a light northerly, that eventually swung around to a westerly land breeze allowing us to hoist the asymmetric spinnaker. Not sure how, but we managed to pass a couple boats during the night, including our main friendly competition in Sassy.

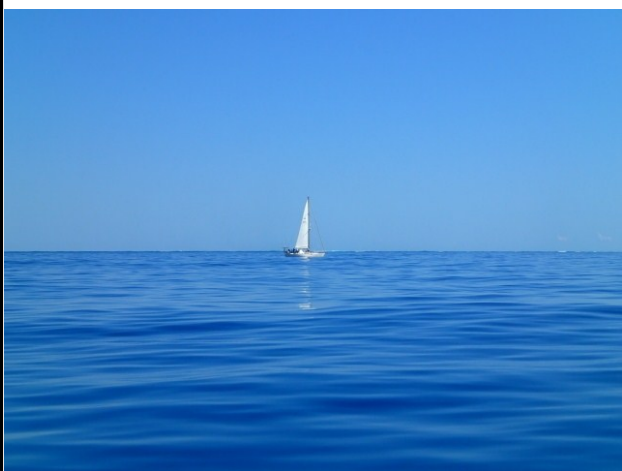
Pretty much all the time until Sunday morning, we didn't see over 10 knots of breeze with 0 to 5 knots most of the time and the bulk of the fleet didn't pull much ground out on us. On Sunday morning we found ourselves at the end of Fraser Island, just starting our way up Breaksea Spit, after a very frustrating night going out to sea only to come back to the same light at the end of the island. At dawn we still had "Charlie's Dream", "Sassy", "Airstream" and "Marriah" around us. All were bigger so not feeling too bad. At this stage only four boats in the whole fleet had passed Breaksea Spit. This was seriously looking like a late Monday or Tuesday finish for us. Ken Watson had wished us luck before the start with a laugh (after seeing the forecast), reminding us that the slowest race for "Wistari" was a Tuesday afternoon finish!

After spending two hours going backwards with the tide Sunday morning, we put down the anchor for the first time in my Brisbane to Gladstone experience, in 20 metres of water. Apart from lifting it a couple of times with false starts, we sat there the whole day at anchor and slowly passed "Charlie's Dream" and "Sassy" with the headsail down and main sagging ! First "Marriah" retired, then "Charlie's Dream", "Sassy" and "Airstream", leaving us all alone. For some reason they all felt the need to call us personally to tell us they were retiring and wish us luck. There must have been some universal assumption we weren't going to retire? We certainly weren't thinking of retiring until at least we saw what Sunday night brought in terms of wind, but we did agree amongst ourselves, that if we were in the same spot Monday morning we'd probably retire and go for Bundy. By this stage it was pretty obvious poor Nick wasn't going to make his midday Monday flight home. Tony was experienced enough to book his on Tuesday and already planned the day off work.

2014 BRISBANE TO GLADSTONE YACHT RACE

Wistarti's Perspective—By Scott Patrick

Right on cue, as the sun went down on Sunday night the breeze slowly filled in from the east and we hoisted sails and anchor again and sailed to the wind. Once into it, we tacked and sailed in a pleasant 7 knots of breeze with slightly cracked sheets up the spit and this was possibly one of the most beautiful night's sailing I've done. A worthy reward for not retiring. The sky was so clear. As dawn came we held our breath that the wind would stay in. All morning was spent in 1-5 knots of breeze, barely making way with the big kite collapsing all the time, eventually the breeze filled in to 10 knots in the afternoon and we had another very enjoyable sail into Gladstone, with breeze actually getting up to a peak of 16 knots and the old girl doing over 9 knots. We were doing 8 knots in 12 knots of breeze up the harbour. We heard second last boat "Bad Habits" finished earlier in the morning and we knew we were well and truly alone out there. To compound the sense of loneliness our HF radio had packed it up and we didn't have any signal for the iPad.



Being so late finishing we knew the finish line wasn't going to be manned and there would be no VMR welcoming us out on the harbour. We did feel alone indeed. This made the amazing cheering welcome we received from the club while motoring up the creek and the crowd that came out to greet us at the pontoon all the more emotional. With the big welcome committee, including Gale, Matt and Jim from VMR plus Herb and Nigel from QCYC and all the guys from "Bad Habits" and of course our loved ones, we indeed felt it all worthwhile to have kept going. The usual couple of rums in memory of parents and past crew up the harbour certainly helped too. After expecting to not finish until Tuesday morning, the 8:30 Monday night finish was a welcome surprise.

We were very thankful to Herb and the QCYC team for holding a special second presentation late Monday night, upstairs at the club, for "Wistari" and "Bad Habits", who couldn't make the main one. To receive nine trophies was a welcome surprise. To not finish last overall of the boats that did finish was also a pleasant surprise. Our results were as follows:

IRC Overall – 6th
ORCi Overall – 5th
PHRF Overall – 4th
IRC, ORCi and PHRF Div 2 – 2nd in Division in all cases
Veteran PHRF – 1st
Veteran Fastest – 1st
Ivan Holms Trophy for best performed boat over 20 years old
Noel Patrick Trophy for best performed Gladstone boat
Oldest boat to finish, sailing all the way

And the Endurance award of course for being last boat home. Sign of the times. Last two years being the first time "Wistari" has ever won this award. This was her 46th race and she's turning 50 next year after all.

Why did we keep going? Well I think Ray Hobbs said it best when he congratulated us the next day. "You spend months preparing the boat and preparing for the race and take two weeks getting it there, what does one or two more days racing matter? " Besides, apart from the lack of wind, it was a thoroughly lovely weekend.

2014 BRISBANE TO GLADSTONE YACHT RACE

PHOTOS COURTESY OF MARINA HOBBS & SUE DOYLE



Restless Crew



No Problem Crew



Wistari Crew



Restless



No Problem



Wistari



Arcadia



The Fat Controller



Team Australia



Monohull Start



Multihull Start



The Leaderboard

2014 BRISBANE TO GLADSTONE YACHT RACE

PHOTOS COURTESY OF MARINA HOBBS & SUE DOYLE



Restless sailing past Fraser Island



Finish Line



BOQ Team Australia approaching
Multihull line honour winner and 1st on OMR



Herc with Lynne Campbell, Marina
Hobbs, Tony Constance & a news
Cameraman filming Team Australia



Black Jack line honours Monohull



Alive –Second over the line and winner



South Passage



Mates For Mates



McMoggy



Restless Berthing



O'Connell Wharf



Barry Austin chats with Kerry Millard

2014 BRISBANE TO GLADSTONE YACHT RACE

PHOTOS COURTESY OF MARINA HOBBS

Perfect spring weather for the start, slow race..late finish,, 50 % of the yachts retired... Wistari and No Problem hung in there, which paid off for Scott Patrick as he picked up eight trophies. Ray picked up the bottle of rum for last boat home, no dramas.



ADULT START SAILING

BY COLLEEN SAWATZKI



The Start Sailing "Team" is now enjoying a well deserved rest after the completion of our last Adult Program for this season, which ran from 14 March to 6 April..

We have found that the program where we start with a two hour theory night on the Friday before our four weeks of Sunday mornings on the water, works well, as it definitely allows more sailing time. More fun for the learners !

Weatherwise this time, it was a dream, allowing seven participants to show their new skills in the last session, where they sailed competently around a triangle course and ended with two fun "races".



The Club warmly welcomes these new sailors, to whom "special" awards were presented:

Grant Meikle – the "GG Award"

(Genial Grant – no matter what the activity Grant was always cheerful, happy and smiling)



Kristin Meikle – the "KK Award"

(Keen Kristin – even after missing time on the water, held up overseas, she worked hard to complete all skills)



Nickie Kennewell – the "NN Award"

(Nimble Nickie – great movement when tacking, gybing)



Jason Wilson – the "JJ Award"

(Jubilant Jason – excited and pleased to have mastered all skills)



William Van Duin- the "WW Award"

(Willing William – most helpful in all activities from getting the boats out to tidying up)



Natt Keene - the "NN Award"

(Nonchalant Natt – coolly tackled all tasks)



Tim Williams - the "TT Award"

(Triumphant Tim – successfully sailed an Impulse in Club racing on one Saturday afternoon during the program)



Shad Royston- the "SS Award"

(Sporty Shad – young and fit)

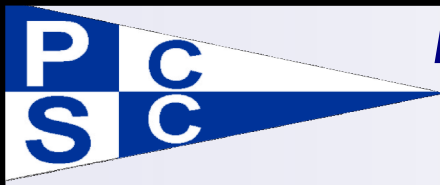


We hope they maintain their enthusiasm and interest and join with the Club Saturday sailing.

This season has been busy with our teaching programs, special days (BIC Sailing day, National Discover Sailing day), and working bees. This has been only possible with the support of our wonder volunteers.

Your time and help is much appreciated.
A few photos of our Start Sailing team in action





FROM YOUR SAILING COMMITTEE

Brisbane to Gladstone Easter weekend

BIG thank to all the Volunteers and Yacht Club staff who put in long hours and worked so well over the Easter weekend. It was a long weekend for everyone, sailors, volunteers and staff alike. Our Club is fortunate to have such wonderful people focused on the spirit of sailing, hospitality and sportsmanship.



Crew's Crew Award

In honour of the late Ian 'Stripey' Grant

A new award in the Brisbane to Gladstone yacht race in honour of the late Ian 'Stripey' Grant, called Crew's Crew Award has been established. Recipients of the Crew's Crew Award are nominated for their exceptional work in the yacht race. Bruce Janson was nominated for his work helping John get 'Restless' ready. Bruce spent many hours on Restless - building, making, repairing and the delivery run to Brisbane. There were six nominations. This year the Crew's Crew Award was awarded to Bruce Janson.

Congratulations Bruce

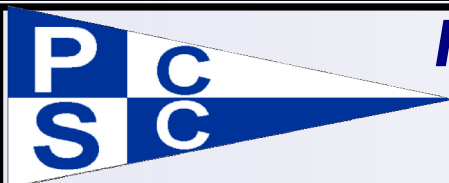


PCSC Trophy Return

Please return trophies that will be awarded again this year to the Office as soon as possible so we have them ready for engraving.

Looking for Crew

One of our previous Junior Members Jack Pashley, now a young adult, has asked if there would be a yacht crewing opportunity next season. Unlike his father Adrian, Jack doesn't work Saturdays (or Sundays laughs Dad). Please contact the Pashley family on 0417 761 126.

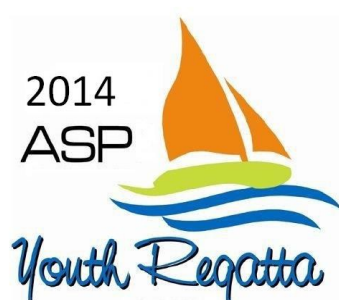


FROM YOUR SAILING COMMITTEE

ASP Youth Regatta

28th and 29th June 2014

(first weekend of June school holidays)



Club BICs, Sabots (good ones) and Pacers are available to sail

Val Sisley

Two heats of the Val Sisley will be sailed on the ASP Sunday 29th June 2014. Open to all senior dinghy sailors.

Safety Compliance Checklists

For the convenience of Members, our Safety Officer Rob Auty has provided a range of safety compliance checklist forms for Monohulls and Multihulls, covering Category 1 to 7. These will be available on our website soon. <http://www.gyc.com.au/sailing/important-information/>

Club sailing is currently Category 7, Tripod Category 5 and Fairway Category 4. Interclub ocean races with CCYC are typically Category 3.

Skippers are urged to review the requirements for their nominated Category and be ready for the commencement of 2014-2015 sailing season early September.

HEADS UP, next season all elements of the race nomination must be in place before the boat will be accepted into the race. This includes a properly completed race nomination form, certificate of insurance, safety compliance checklist, Membership renewal and race fees paid.

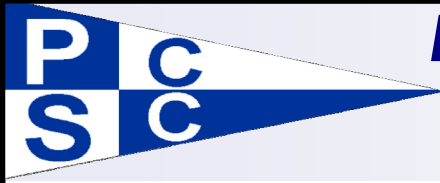
Junior Start Sailing - July 2014

Our main Junior Start Sailing program is scheduled to start on 27th July 2014 and run for six weeks. Suitable for children aged between 8 and 14 yrs. If you know of anyone who is interested, please encourage them to register on our junior waiting list at Reception. We'll have the 2014 Junior Sailing poster ready soon if you wish to promote in your workplace or school. Please see Sue or Colleen.



Sunday 27th July 0800 – 1200
For 6 weeks

Buddy Sailors and helpers much appreciated.



FROM YOUR SAILING COMMITTEE

Upcoming Events

Championship heat 6 – 10th May 1400

Graeme Davey Memory 'around the islands' – 17th May 1100

Head of Harbour 2, heat 4 AND Championship heat 7 ALL Divisions – 24th May 1400

Presentation Night – 31st May 1800

Peter MacDonald CQ Championships 7th June Gladstone Harbour races

8th June ocean race to Roslyn Bay

Away Events

Peter MacDonald CQ Championships – 14th June

YA Safety Notice

Yachting Australia issued the following summation of the Coroner's report into the recent death of a young sailor. It's a sobering account. We are fortunate several of our Members have the YA Safety Boat Operator endorsement and our YA Discover Sailing Centre is accredited to run this course. However the suggestion of a 'dummy incident' practice day has merit, so please keep an eye out over the winter season for a Volunteer Familiarisation Day where we get the boats out and have fun practicing our skills.

Safety Check

In November 2013 a sailor tragically died during a competition. The coroner's report provides an account of what transpired:

On 9 November 2013 Mr X was participating in a sailing competition being conducted by Brisbane based club. The boat was manned by a skipper and two crew members. Mr X was considered to be an experienced sailor, as were his fellow sailors. Approximately 10 minutes into the race, the boat capsized. Mr X was trapped under the trampoline and it appears that a hook from his harness hooked itself into the trampoline and possibly became twisted as he tried to free himself.

The police investigation considered that it was not through any insufficient sailing capability of the skipper and other sailors that resulted in Mr X becoming entangled with the trampoline on the boat. All three sailors fell into the water as the yacht capsized, however it would seem that Mr X landed with his midriff directly onto the trampoline mat causing his harness hook to catch on to the trampoline cord.

Numerous attempts were made to try and free him with no success. One of the safety boats observed the boat capsize and quickly attended to provide assistance. A second safety boat was called to assist. A number of attempts were made to right the vessel but due to the high winds trying to push the boat back down in the water and the weight of Mr X's body, this was unsuccessful.

Eventually 3 to 4 persons were able to right the vessel and the Brisbane Coast Guard attended at the scene. The Coast Guard were able to hand a knife to one of the rescuers enabling him to get under the trampoline and free Mr X from the boat. Mr X was transferred to the Coast Guard vessel that immediately returned to the shore where Queensland Ambulance Service attempted resuscitation without any success.

The sad truth behind this incident is that it could happen to anyone. However, there are a number of practices that clubs can adopt to minimise the risk.

Have you taken these into account?

- Are your rescue boat drivers skilled and informed and able to deal with a situation like this effectively?
- Do your clubs safety boat drivers hold the Yachting Australia Powerboat Handling Certificate and / or Safety Boat Operator Certificate?
- Are all race officials and safety boat crew briefed on the risk and dangers of entrapment and methods of recovery?
- Are your Race Officials trained and qualified under the National Officiating Program?
- Does each safety boat have an equipment check list which is kept up to date and checked before each use? Does this include a suitable knife and working radio?
- Does your Club use a check list covering volunteer's duties prior to each event or race and if so does it cover ease of access to all safety equipment and that the operational efficiency is confirmed?
- Does your Club undertake periodic specific dummy incident events for its officers and volunteers?
- Has your club considered the additional benefits of speedy access to officials and volunteers by introducing a standard of handheld VHF radios for inshore events?
- Do your volunteers and also your safety vessels comply with as a minimum with standards in the Operating Guidelines as covered in Discover Sailing Centre Operating Procedures?
- Do you provide sufficient safety boats able to provide cover for all courses and competitors at any one time?

Port Curtis Sailing Club Presentation Evening

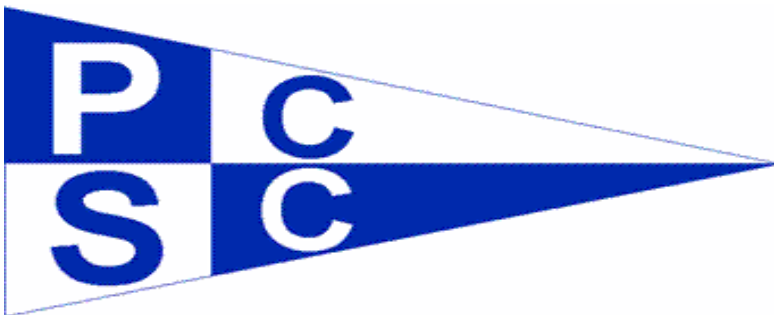
Saturday 31st May 2014

Gladstone Room
With exclusive use of upstairs

Cocktails and Canapés from 6pm
Dinner from 7pm
Presentation from 8.15pm
Followed by
After dinner drinks and dessert

Adult \$40 per head
Juniors 15yrs ~ 17yrs \$20 per head
Under 15yrs complementary

Please RSVP to Reception by 24th May
Tickets can be purchased on the night
at Reception



**Prizes to be won
on the night**

Port Curtis Sailing Club Calendar 2013-14

Wk	Date	Start	Briefing	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat	Tides
						Roster Duty Boat 2 members capable of performing duties on board support boats				
						Quoin Area is the preferred dinghy course - weather permitting				
	Saturday 3-5-14			Bay to Bay weekend Yeppoon to Mackay KBSC All Boats Regatta						
	Saturday 3-5-14	1400		championship heat 6 MOVED to 10-5-14 clashes with away events						1143 3.13 1713 1.33
	Sunday 4-5-14	0800 1200		SRD - Aquatic Permit 8am to 1pm						0618 1.42 1224 2.94
	Saturday 10-5-14	1400		championship heat 6		Barry Austin	Max away help needed	Ken Watson		1209 1.09 1837 3.58
	Sunday 11-5-14	0800 1200		SRD - Aquatic Permit 8am to 1pm						0640 3.64 1250 0.91
	Saturday 17-5-14	1100		Graeme Davey Memorial	Tim Williams 0411 710 466	Barry Austin	Max away help needed	Ken Watson		1052 3.56 1647 0.76
	Sunday 18-5-14	0800 1200		SRD - Aquatic Permit 8am to 1pm						0547 0.83 1143 3.44
	Saturday 24-5-14	1400		Head of Harbour 2 - heat 4 and Championship heat 7		Barry Austin	Max away help needed	Ken Watson		1202 0.77 1820 3.90
	Sunday 25-5-14			SRD						0636 3.72 1252 0.67
	Saturday 31-5-14	1830		Presentation Night Exclusive use upstairs clubhouse						1044 3.26 1625 1.05
			End Season							

Port Curtis Sailing Club Calendar 2013-14

Wk	Date	Start	Briefing	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat	Tides
						Roster Duty Boat 2 members capable of performing duties on board support boats				
						Quoin Area is the preferred dinghy course - weather permitting				
	Saturday 7-6-14			Peter MacDonald CQ Championship heat 1 and 2. Category 5	PCSC					1022 1.29 1656 3.23
	Sunday 8-6-14			Peter MacDonald CQ Championship Ocean race to Rosslyn Bay. Category 3	PCSC					0457 3.33 1116 1.11
				Monday 9-6-14 Queen's Birthday						
	Saturday 14-6-14		SRD	Peter MacDonald CQ Championship heat 4 and 5 at CCYC. Category 5	CCYC					
				SRD						0958 3.67 1556 0.48
	Sunday 15-6-14			SRD						1046 3.64 1643 0.56
	Saturday 21-6-14			Club Dinghy Sailing	Sue Doyle 0419 649 764	Barry Austin		Ken Watson		1028 0.94 1656 3.63
	Sunday 22-6-14			SRD						0512 3.43 1131 0.90
	Start School Holidays Sat 28-6-14 to 13-7-14									
	Saturday 28-6-14			Youth Regatta	Sue & Colleen	Barry Austin				0952 3.33 1540 0.87
	Sunday 29-6-14			Youth Regatta / Val Sisley	Sue & Colleen	Barry Austin				1023 3.28 1607 0.94
				Aquatic Permit						
	Friday 4-7-14	1800 2000		Adult Start Sailing - Theory Night	Colleen Sawatzki					
	Sunday 6-7-14	0800 1500		Adult Start Sailing - Session 1 & 2	Colleen Sawatzki					
	Sunday 13-7-14	0800 1500		Adult Start Sailing - Session 3 & 4	Colleen Sawatzki					
	End School Holidays Sat 28-6-14 to 13-7-14									

YACHTIES RESTAURANT

Lunch

Mon ~ Thurs 12pm till 2pm
Fri ~ Sun 11:30pm till 2.30pm

Dinner

Sun ~ Thurs 6pm till 8:30pm
Fri ~ Sat 5:30pm till 9pm

DUDLEY'S BAR & SALTY'S KITCHEN

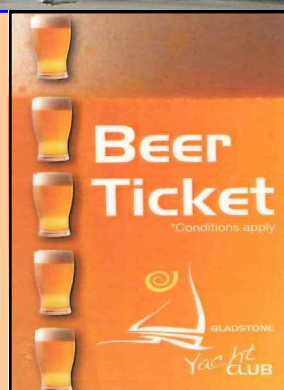
Fri ~ Sat from 2pm
Sun from 10am

SUNDAY BREAKFAST

From 8am (Salty's kitchen)



Price Buster Drink Ticket \$14.00 per ticket for 5 drinks
basic beer, house wine or soft drink.
The vouchers can be used on Fridays from 2pm to 6pm.
Only available to Life Members,
Ordinary Members and Pensioners
Available from the main bar.
(Premium Tap Beer and Ciders Excluded)



The PCSC proudly gives thanks to;



Fuel for the Future

Gladstone Yacht Club

Phone: 07 4972 2294 or Fax: 07 4972 7872

Web: www.gyc.com.au

E-mail: admin@gyc.com.au

1 Goondoon Street, PO Box 1070, Gladstone



Port Curtis Sailing Club

Commodore: John Ibell (0429 855 180)

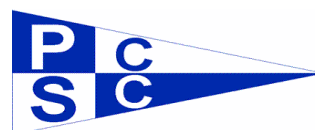
Vice Commodore: Sue Doyle (0419 649 764)

Club Captain: Lex Moran (0418 794 286)

Treasurer: Brad Greer (0419 244 245)

Secretary Manager: Brian Dawson

(brian@gyc.com.au or 0418 722 243)



Straphanger Contributions

We want to hear what you have to say.

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FAMOUS for our Sailing, FAMOUS for our Service.***