



# George Bass Surf Boat & Ski Marathon 2018



## EVENT INFORMATION

### Welcome to the George Bass Surfboat and Ski Marathon for 2018

Thanks for entering!!!!

By now you probably know that you have chosen, or been gently persuaded by your “mates”, to compete in the world’s longest toughest surfboat race. 188 kms of the most spectacular piece of Australian coastline.

The George Bass Surfboat & Ski Marathon commenced in 1975, with skis added to the event in the 1990’s.

It is a truly unique experience for competitors, support crews and organizers. An event where personal challenges are met and lifelong friendships are formed as part of the GBM family.

There’s a lot of information contained in this pack and it might seem overwhelming but we want to ensure all participants and your support crews have an enjoyable time, and a safe and memorable race.

Included in this pack to help you on your way are:

- The course
- Daily breakdown (indicative start times and leg presentation and times)
- Insurance
- Boat Crews
- **Mandatory** Pre-Race briefing for all crews and support boats
- Powerboat tips/launching requirements etc.
- Health and Nutrition
- Staying safe at sea
- GPS Trackers
- Crew changes
- Mandatory event safety measures
- Communication at Sea Bass
- Social events
- Media
- Camping
- Event Contacts

## THE COURSE



Note: The safety of all competitors and support crews is our primary concern. The course is subject to change based on weather forecast, swell, wind and surf conditions to ensure the safety of all participants. This will be communicated to all crews during the race.

## **DAILY BREAKDOWN**

### **Day 1 Sunday 31<sup>st</sup> December 2017 – distance 31 km**

Commences at Batemans Bay Bridge from 8.00am until 9.45am (Race start time 9.00am) and finishes at Moruya Beach (South Head) from 12.00pm through until 2.00pm. A slight deviation from the course will be made for boats into Broulee Beach to round a turning buoy for the Nick Dixon Trophy.

***Alternative Course 1: North Broulee Bay – open water, triangular course with crews completing two circuits.***

***Alternative Course 2: Moruya Bridge to marker buoys, west of the spur wall near the river mouth and return to bridge and complete a second circuit, finishing at the town wharf.***

**Leg Presentation and daily briefing – Moruya Golf Club 4pm.**

### **Day 2 Monday 1<sup>st</sup> January 2018 – distance 18 km**

Commences at Moruya Beach from 7.30am until 9.00am (Race start time 8.30am) and finishes at Coila Beach, Tuross Head from 10.30am through until 12.00pm.

***Alternative Course: Moruya River – commencing at Preddy's Wharf to Moruya Town Wharf around 2 turning buoys and return to the two marker buoys west of the spur wall then return to finish at the Town Wharf.***

**Leg Presentation and daily briefing – Tuross Country Club around @ 12pm. (as soon as race is completed and boats are off beach)**

**Social event – Red Faces competition – Moruya Golf Club @ 7pm.**

### **Day 3 Tuesday 2<sup>nd</sup> January 2018 – distance 22 km**

Commences at Coila Beach from 7.30am until 9.00am (Race start time 8.30am) and finishes at Narooma Surf Beach from 10.30am through until 12.30pm.

***Alternative Course 1: Triangular course in Wagonga Inlet. No crew changes allowed in the restricted speed areas.***

***Alternative Course 2: Triangular course in Corunna Lake***

**Leg Presentation and daily briefing – Narooma Golf Club @ 4pm.**

### **Day 4 Wednesday 3<sup>rd</sup> January 2018 – distance 24 km**

Commences at Narooma Surf Beach from 7.30am until 9.00am (Race start time 8.30am) and finishes at Horseshoe Bay, Bermagui from 11am through until 12.30pm.

***Alternative Course 1: Bermagui – open water at sea. Depending on prevailing wind, triangular course from Horseshoe Bay to Camel Rock and out to a seaward buoy. Two circuits will be required.***

***Alternative Course 2: Return to Wagonga inlet or Corunna Lake as detailed for Day 3.***

**Leg Presentation and daily briefing – Bermagui Country Club @ 4pm.**

**Day 5 Thursday 4<sup>th</sup> January 2018 – distance 35 km**

Commences at Horseshoe Bay, Bermagui from 7.30am until 9am (Race start time 8.30am) and finishes at Tathra Beach from 12.30pm through until 2pm.

*Alternative Course 1: Tathra Beach to Mogareka Inlet and return three times over a slight triangular course.*

*Alternative Course 2: Return to Bermagui for triangular sea course – refer to Day 6 alternative venue detail.*

*Alternative venue 3: Twofold Bay – Quarantine Bay to Aslings Beach to North Head to Wood Chip Wharf returning to Town Wharf.*

**Leg Presentation and daily briefing – Tathra Beach Country Club @ 4pm.  
Social Event – Pick a Bum – Tathra Beach Country Club 7pm.**

**Day 6 Friday 5<sup>th</sup> January 2018 – distance 27 km**

Commences at Tathra Beach from 7.30am until 9.00am (Race start time 8.30am) and finishes at Pambula Beach from 11am until 2.30pm.

*Alternative Course 1: Open water triangular course, Pambula Beach to Merimbula, to seaward buoy then back to Pambula. Two circuits completed.*

*Alternative venue 2: Twofold Bay course – refer to details on Day 5.*

**Leg Presentation and daily briefing – Pambula Surf Club @ 4pm.**

**Day 7 Saturday 6<sup>th</sup> January, 2016 – distance 19 km**

Commences at Merimbula (Ford Oval Beach) from 7.30am until 9.00am (Race start time 8.30am) and finishes at Aslings Beach, Eden (weather permitting) from 11am until 12.30pm. Should rough conditions prevent a beach finish, then the finish will be transferred to the Eden Town Wharf.

*Alternative venue 1: Twofold Bay course – refer to details on Day 5*

**Final presentation and party – Tathra Beach Country Club 4pm till midnight  
You've earned this!!! Kick your feet up and enjoy**

**Please note: Finishing times are approximate and may vary depending on weather conditions**

## **Insurance**

The race is conducted under the SLSA insurance cover.

Only members of a Surf Club will be covered under this policy. It is strongly recommended that every member of the team (competitor and support personnel) be joined up as members of a Surf Club prior to the race start.

All competitors must be financial and Bronze proficient, prior to the event, and meet their State's patrol requirement for competition.

**IF YOU'RE NOT A MEMBER OF THE CLUB YOU WILL HAVE NO EVENT INSURANCE COVER.**

## Boat Crews

In order to alleviate issues with the distribution of prize money we request that all crew members belong to one Club.

With the introduction of two competition transfers in one calendar year, refer to *SLSA Surf Sports Manual – Section 2 General Competitive Conditions, Item 2.2.4.1 - Change to permit two domestic competitive transfers per calendar year*, we do not feel that this is unreasonable.

We also feel that it gives rowers who can't form a crew within their own Club the opportunity to join another crew. Our goal here is to allow people to row.

## Mandatory Pre Race Briefing

**A mandatory pre-race briefing will be held on 30<sup>th</sup> December 2017 @ Moruya High School, which is also the first Bass Camping Ground.**

**If your team manager and sweep, or paddler, do not attend you will not be able to compete.**

**Skis**                **1pm**  
**Surfboats**       **2pm**

The briefing will cover:

- Issuing of 2018 GBSM official merchandise to crews/ski competitors.
- Change over protocols
- Scrutineering of surfboats and skis
- Scrutineering of powerboats by NSW Maritime (note large powerboats can be checked prior to commencement of the race on the water by NSW Maritime)
- Drawing of starting race bibs for day one.

### **How is the race run?**

For those that have never experienced our “Great Race” here is a brief overview of what you should expect. Future newsletters can go further into the actual race and tactics but this should give some insight into what you're in for.

**The start** every day is in deep water between markers at the back of the surf. Under no conditions do we race off a beach. Remember you will have sliding seats fitted and the straight line start will set you on a course directly down the coast.

**During the race** the ocean is your oyster.

You may steer whatever course you wish and many crews do just that. Some stay close to shore while others can be found kilometers out to sea.

One of the classic ocean racing quotes was made during the 1981 marathon when a cagey old sweep of the young Corrimal crew was heard to yell at the crew from Moruya “move over Moruya and let us through”.

Remember these crews were racing kilometers out to sea with nothing but ocean all around. You will need to be mindful of hazards (including other crews) and not take the shore side of certain islands and rocks. These are usually pointed out during the daily briefing. (e.g cutting the corner south of Haycock into Eden).

**The finish** will always be fair and square to the racing course between markers beyond the break. You will never be asked to complete a race in through the surf. This is a rowing race not a race of chance and the last thing we want to do is place tired crews at risk by asking them to crack waves at the end of a marathon under race conditions.

## Powerboat Tips/Launching Instructions.

Each crew is permitted a motorised craft to convey its additional rowers. Support boat captains must make every endeavour to keep clear of other boats; especially the surfboats and skis; when at sea and in particular when moving into the fleet to make crew changes.

Action will be taken against any support craft by way of penalties being imposed on their surfboat if there are infringements. Accidental or deliberate infringements could attract the same penalty. Clubs are totally responsible for the mechanical condition of their support craft. The race will not be delayed because of mechanical failure to any support craft.

We will be able to help your boat drivers at our briefings each day to provide all the information on local sea and bar conditions.

**Day 1** Launch at Batemans Bay – there are boat ramps either side of the bridge or the main marina towards the Marine Rescue Base for larger vessels. Retrieve at ramp inside Moruya River/ Preddys Wharf. Moruya River Bar is pretty safe but like all Bars requires common sense and respect.

**Day 2** Launch over Moruya Bar for the run to Tuross. This is the only leg with no Boat Ramp facility at the finish. The trip back to Moruya is 19km or forward to Narooma is 23km. Boats usually return to Moruya but if conditions are heavy from the north they move forward to Narooma.

**Day 3** Launch either Moruya or Narooma and run to Tuross for start Pull out at Narooma. We organise rescue ducks to pick up your spare rowers on Tuross Beach and ferry them out to your power boat.

**Day 4** Launch Narooma Bar and pull out at Bermagui. Narooma Bar requires respect and a full briefing will be provided to Power Boats on all aspects of the Bars use. If we consider the day too rough we will look at alternate arrangements. Larger boats may prefer to launch at Bermagui but note this will require additional time and fuel.

**Day 5** Launch Bermagui and out at Tathra. Tathra ramp appears as an opening in the cliff face but is quiet safe and sheltered.

**Day 6** Launch Tathra and out at Merimbula. Merimbula river mouth is at the northern end of our race finish on Pambula Beach.

**Day 7** Launch Merimbula out at Eden. Boats will come out somewhere in Twofold Bay TBC

A few points to remember:

- On the racing front we like to keep the power boats on the seaward side of the surfboats and a fair distance out to sea.
- What we have to make the powerboat drivers understand is that their wake has a pretty damaging effect on racing surfboats a long way behind their boat and none of us want to disadvantage other crews.
- To the sweep this means that you need a good signal/comms system to be able to bring your boat into position when you need it.
- It's also important to understand that with several boats closely racing your powerboat won't always be able to hang around just where you would like.
- You may have to make your drop off point further out in front and let other racing boats row past your rowers before the pickup.
- Your powerboat will also at times find itself caught on the inside of the fleet after a change and your driver needs to be aware not to become boxed in against headlands etc when you could be looking for another quick change.

## Health and Nutrition

A Doctor and nurse will be on board a support boat for the duration of each leg of the Bass.

Crews and support boats will be told the name of the boat and the radio call sign to contact the Dr. both at the main briefing before the commencement of the event and at each evenings briefing.

### **Below are some general health tips.**

**Hydration-** Have a variety of fluids on hand. Water, cordial, juice and sports drink are all good options. In situations when sweat losses are unusually high, it is useful to include fluids that contain electrolytes as this will help your body retain the fluid consumed. Sports drinks and milk have an advantage over other beverages as they contain small amounts of sodium and potassium which assist with rehydration.

### **Sunburn:**

Remember to:

- Slip on sun protective clothing that covers as much of your body as possible.
- Slop on SPF30 or higher broad-spectrum, water-resistant sunscreen, at least 20 minutes before sun exposure. Reapply every two hours when outdoors or more often if perspiring or swimming.
- Slap on a broad-brimmed hat that shades your face, neck and ears.
- Seek shade if possible
- Slide on sunglasses.

**Sea Sickness-** If a person is prone to sea sickness, over the counter medication such as Kwells work well with some.

Nibbling on ginger biscuits or lollies does help settle the stomach.

Try and keep your eyes firmly fixed on the horizon.

The only known cure is return to terra firma.

**Blisters** – Don't break blisters smaller than your little finger nail, **moisturizer or aloe vera lotion or gel** may provide relief in some cases

If blisters break, gently clean the area with mild antiseptic soap and water, apply an antibiotic ointment, and cover it with a nonstick gauze bandage.

**Bluebottle Stings-** Should a person be stung badly while at sea transferring to the Medical boat would be the best option for the application of hot water.

**Strains & Sprains** - Rest, ice, compression and elevation

**Nutrition:** Carbohydrate is the preferred fuel source during high intensity exercise and can be quickly depleted during the prolonged endurance exercise. A carbohydrate-rich early breakfast, although recommended will not always be feasible. A lighter option is toast or a couple of fruit buns with a sports drink.

Or a carbohydrate-rich, easily digested, low-fibre liquid meal supplement.

Snacks may include fruit (fresh and canned), muesli/breakfast bars, dried fruit and nut mix, fruit buns, crackers, low-fat fruit yoghurt.

## Staying Safe @ Sea

The Bass is a physically demanding it is important you look after the welfare of your members.

There will be event doctors and medical team who will make determination if rower is unable to continue in race. Injuries should be reported to the event doctor.

Whilst at sea there will be a medical boat equipped with basic first aid equipment and doctors and nurses. They will be able to provide basic assistance and support. In an emergency/critical incident the event emergency plan will be enforced with professional evacuation sought. This could involve evacuation from the medical boat by helicopter, IRB transport to nearest beach to link up with emergency services etc.

There will be a first aid team at each of the finish locations to provide assistance as required.

There will also be First Aid facilities available on either the Referees Boat and on a boat specifically designated for this purpose. Clubs should also come equipped with First Aid materials and kits and should ensure adequate drinks, warm clothing, sun screen and wind protection is available in the support boats.

### **Sea-sickness**

Sea sickness can affect rowers whilst they are in the support boats. It is important to stay hydrated and if a member is experiencing sea-sickness try and keep them away from the fuel fumes. If urgent they can seek assistance from the Medical Boat.

### **Hypothermia**

Hypothermia is one of the risks attached to the event, particularly on cold southerly days. It is important to have a change of clothes/warm jackets on the support boat for rowers. Ensure the crew dries off when first back on the support boat.

### **Heat related injuries**

On hot days there can also be heat related injuries such as heat stroke. It is essential crews are sun smart and remain well hydrated for the duration of the event.

### **Sharks**

Sharks are likely to be sighted at some point during the event.

They can pose risk to crews when in the water. Crews and support vessels are requested to radio the main referee boat to report sightings with the following information:

- **Location**
- **Size of shark**
- **Number of sharks**
- **Is there baitfish or increased marine activity in the area**

The race referee will conduct a risk assessment and send water safety assets to investigate.

If deemed appropriate following investigation of water safety crew the race referee can declare that **all crew changes to be conducted from boat to boat only (i.e. no rowers in the water) or no changes allowed for a minimum of 20 minutes or until the fleet has moved beyond the area of sighting.**

This will be communicated via radio to all crews.



## Crew Changes

Crew changes are entirely your call.

Many races have been won and lost by the timing of that call, both in terms of the stage of the race and how long it takes to complete the change.

### **Remember you will need a powerboat as back up.**

Your extra crew rowers start the race in that powerboat and you may change your crew around as many times as you wish during the course of each day's racing.

### **Changeover process and type of craft:**

- Each crew makes the decision on the timing of the change over which is set around that crew's race plan and tiredness of the competitor
- Each race crew must be supported by a power craft at sea. This craft can either be a suitable powerboat or a SLSA Inflatable rescue boat.
- The support vessel has a twofold role to deliver for its crew. First it carries the spare rowers used to change into the surfboats. Secondly it is the primary crew safety support vessel providing warmth, drink, and food to the rowers plus any basic first aid response needed.
- Obviously the larger the cabin boat is far better suited to provide the crew support from the elements and comfort.
- The IRB is more capable at getting into the middle of the race crews but when they are loaded with rowers they can struggle to keep up with the other power boats on a fast running day. Also competitors in IRBs are more exposed to the elements. Crews often find using an IRB for the changes and Powerboat for support the most effective method for the race.
- The other restrictor is availability of IRBs. All NSW clubs are required to have at least 1 IRB at their beach for patrol purposes/ emergency response.
- When the race crew want to change it is usually initiated by the sweep. He/ She often use a dedicated radio between the support boat or hand signals.
- The support boat or IRB will move from the side of the race and position themselves to make the change. This could be anywhere from 100 to 300 metres out in front of the race boat. On a signal from the sweep the spare rowers are dropped into the water.
- The support boat slowly moves out of the line of the incoming surfboat and remains off to the side and as the surf boat steers a course to link up with the rowers in the water. The Race boat drops the crew members being changed into the water and the fresh rowers enter the surfboat to commence racing.
- The powerboat waits for the opportunity once the race boat has cleared the area to then retrieve the other rowers from the water.

## GPS Trackers

GPS Trackers were introduced to the GBM in 2016.

For event organizers it gave us peace of mind knowing where competitors were at any given time, and was an added safety measure to track your progress.

For family, friends and support crews trackers gave them the ability to follow your progress from the comfort of home anywhere in the world, via the live site.

Each ski paddler and boat sweep will be allocated a tracker at the Batemans Bay boat ramp before race commencement on 31/12/2017 and you will be required to return them each evening to Sue Hunt for charging, ready to collect the following morning.

## Mandatory Safety Measures:

These measures were implemented in the 2013-14 event and have had some minor adjustments.

- We will supply a bright hi viz flag to every powerboat that the observer must raise and keep in the air from the start to completion of every change over. This sends a clear signal to all following boats both in powerboats and race boats that rowers in the water
- The changing power boat (or IRB) will have right of way and all trailing boats must change course to avoid any interference with crew members in the water for the duration of the change until the hi viz flag is lowered.
- The race boat sweep must raise their arm horizontal to the water for at least 30 seconds as a clear signal to following crews that his/her team is about to make a crew change.
- It is the responsibility of the trailing crew to change course sufficiently so as to avoid contact of interference with the changing powerboat whenever the hi viz flag is being flown.
- We will require all powerboats (SLSA Inflatable Rescue boats with a prop guard are exempt) undergo a complete motor shutdown during the process if rowers are to enter the boat over the transom from the time they pull alongside the rowers to be collected from the water. The preferred option for entering a powerboat is via a ladder or the side or having the change made by a SLSA IRB.
- We will continue our start process of staggering the starting times for race divisions rather than all crews in one big line. This has the effect of spreading the race and powerboats out to avoid congestion around changeover time.
- There will be compulsory pre-race induction for every power boat skipper, observer/deck hand and race sweep. This induction will be held on 30 December 2017 at the Moruya Showground prior to the event. It will spell out the safety requirements for safe practise at sea and make sure the processes are understood. All attendees will sign a race form declaring they have fully understood and will follow the safety requirements. Drivers/Observers/Sweeps that do not attend or sign the form will not be allowed to start in the race.
- Power boat skippers **must provide a copy of their current boat license;** they must observe all maritime regulations in particular lifejackets and bar crossings.
- Only boats with the capacity to cross river bars in rough conditions are to be used as support vessels.
- The FSC Branch Powerboat officer and/or NSW Maritime personnel will inspect support boats at the briefing at Moruya High School prior to the start of the event. Boats not considered appropriate will not be allowed to start. Boats should be clear of obstacles like fishing gear, well maintained, registered, have all the requisite safety equipment and in good mechanical order.
- Crews not adhering to the safety requirements face time penalties and or/suspension/withdrawal from the race for repeated infringements.
- Skis: All skis will be scrutineered after the pre-race briefing
- Paddlers will be required to check in daily, before entering the water, with the event ski co-ordinator
- **Paddlers that fail to check in will be disqualified from the event.**
- Safety equipment required for all paddlers;
  - 2 litres water
  - PFD 2
  - fluro - event supplied
  - tracker
  - mobile phone with waterproof pouch
  - leg rope/ leash
  - flare - current and in date

## **Radio Communication**

Each team/support boat needs to provide their own VHF radio in the surfboat or in the support boat which will be on the designated race channel VHF ship to ship 77 so that the Race Officials, can contact every boat at any given time.

The following Radio procedure will be strictly observed at all times during the race:

1. All radio transmissions between race officials will be on UHF event channel (SLS radio channel 26) or by mobile phone.
2. All transmissions between officials and competitors will be on VHF77.
3. No competitors or support boat are to use the official's communication channel till all starts are completed and while any craft are crossing the finish line.
4. Competing craft may use any allowable method of communication for domestic use during the race.
5. Under no circumstances are frequencies 27.880 or 27.860 to be used except in an emergency. These are the local Marine Emergency Channels.
6. Race director will log on and with Surfcom each race day and use the Surfcom channel for emergency assistance.
7. Race director will advise local Marine Rescue base when the race is completed each day. All powerboats (support boats) are encouraged to log on and off with Marine Rescue as well.

## **GBM 2018 Social Events**

There are two key events during the week that are as iconic as the overall race. All crews are encouraged to join in the camaraderie and have a bit of fun to help make the week to remember.

### ***Red Faces – Monday 1st January 2018 @ Moruya Golf Club***

This is a time for your crew to get your talent on. Whether its singing a song, doing a dance, a short 2-3minute skit is all that's required to have a bit of fun. Just like on TV there'll be a gong and 3 judges so do your best to impress. This has been an event tradition and its always great fun.

### ***Pick a bum – Thursday 4<sup>th</sup> January 2018 @ Tathra Beach Country Club***

Pick a bum is a bass traditional event organised by the Tathra SLSC members. It hasn't been held over the last 3 or so GBSMs so we're glad to bring back this component. It's a good laugh for rowers after five of the toughest days rowing and a chance for the crews to get together socially. We're not going to go to too much detail here but don't worry it's perfectly safe and voluntary for participants.

### ***Final Presentation afternoon – Saturday 7<sup>th</sup> January 2018 @ Tathra Beach Country Club.***

This is a great opportunity for all involved in the event to let their hair down.

The club are putting on a band to provide entertainment for rowers, and we've decided to host it at the same location of the final campsite to ensure people do not have to drive far to get home.

Its important rowers, paddlers and support crews drink responsibly and all venues will be following RSA protocols.

## **Media**

- There will be an event photographer and cameraman capturing images and video content during the Bass. These will be shared with local and national news outlets as well as the event social media.
- Crews will be encouraged to participate in post-race interviews and each sweep contact information should be provided to the GBM2018 organisers who can coordinate interview requests if required.
- Crews are encouraged to share their experiences on social media and request that the George Bass Marathon is tagged in posts.

**Note: No competitor, handler, coach, officer or spokesperson for a competitor's club, may make media statements, which causes to bring the event, its sponsors or the SLSA into controversy. (Crews may be fined or lose placings subject to Race Committee decision).**

## Camping:

Complimentary George Bass Camp sites.

Please email Sue [georgebassmarathon@gmail.com](mailto:georgebassmarathon@gmail.com) if planning on using the camp sites, what days you plan on being there and approximate numbers

The George Bass has three camp sites. Crews using these campsites are required to provide a fully refundable security deposit of \$300 in the event of damage.

### Moruya High School

Site available from 12 noon on 30/12/2017 – 03/01/2018

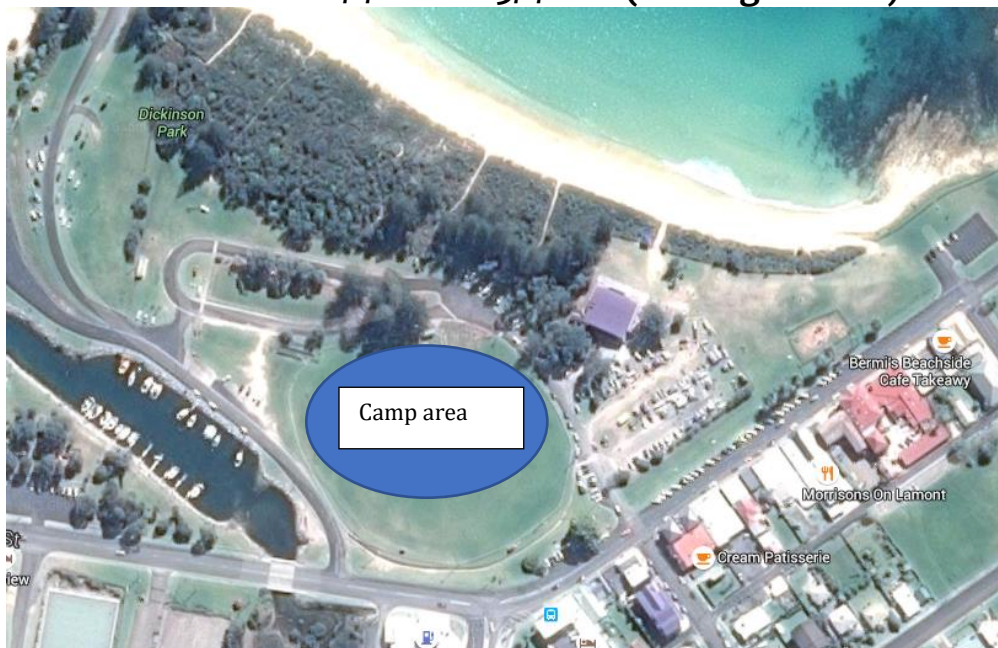


#### Directions:

- Enter in the back gate off Bergalia Street Moruya. A sign will be put on the fence to show entry point
- Turn right on Princess Highway just past the Caltex if heading south.
- If heading north, turn left just past the TAFE)
- Note for security requirements the gate will be locked at 9pm each night.
- Facilities available:
  - Showers
  - Basins
  - Toilets
- Power; please advise if required as there is limited power which will be shared for crews.
- **ALL VEHICLES & BOATS TO BE LEFT IN CARPARK. NOT ON OVAL.**

**Note: council requirements minimum 3 metres space between tents due to fire safety regulations.**

**Dickinson Oval, Bermagui**  
sites available from 2/1/2018 to 3/1/2018 (two nights max).



Site does not include power. Includes shower facilities and public toilets.

**Tathra Country Club**  
available from 4/1/2018 to 12pm 08/01/2018



Facilities available – showers and toilets.  
Power; please advise if required as there is limited power which will be shared for crews  
Note this is also the location of the final presentation day.

## Event contacts (during the race)

Race Co-ordinator	Andrew Edmunds	0427 871 207
Race Referee	TBA	
Emergency Management Officer	Steve Dobson	0418 296 629
Admin/ Member Welfare	Sue Hunt	0401 361 822
Ski Referee	Byron Dengate	0418 296 629
Water Safety	Kieran Harris	0408 489 579
	Tony Vella	0427 377 184
Beach/ Work Party Co-ordinator	Scott Kemmis	
Campground Co-ordinator	TBA	
Cameraman	Les Herstik	0404 051 559
Photographer	Andrew Green	0403 883 323

The Far South Coast Branch Surf Life Saving would like to thank you for your contribution, to what is an iconic event, and we hope to see you at the 2020 George Bass Surfboat and Ski Marathon.

Save the date:

**GBM 2020**

**29/12/2019 to 04/01/2020**

See you on the sand

The 2018 George Bass Organizing Committee  
& FSC Branch SLS would like to thank  
the following sponsors for their support

Pharmacy ®

