



Even Keel

The quarterly newsletter of the Geelong Trailable Yacht Club Inc.



Club member Terry Fraser aboard Peccadillo takes on the C19th schooner Enterprize on Corio Bay

Inside:

Commodore's Report
Man Over Board Drill
GTYC Race Results
Q2G Race: another perspective ...
The Wooden Boat Festival
An 'epic' coastal saga
Book review ... and more!

Autumn 2012

GTYC Committee 2011-12

Club Flag Officers

Commodore Paul Graham 141 Horseshoe Bend Road, MARSHALL, Vic, 3216	commodore@gtyc.com.au (03) 5241 6604 or 0432 248969	<i>Athena</i>
Vice Commodore Dr Geoff Russell 72 Barwon Boulevard, HIGHTON, Vic, 3216	vicecommodore@gtyc.com.au (03) 5244 2193 or 0412 733802	<i>Qumbu</i>
Rear Commodore Chris Hancock 95 Horseshoe Bend Road, MARSHALL, Vic, 3216	rearcommodore@gtyc.com.au (03) 5243 878 or 0417 121016	<i>Beaujolais</i>

Committee Executive Members

Club Captain Mike Alden	captain@gtyc.com.au	
Secretary Barry Palich 2 Margaret Street, RIPPLESIDE, Vic, 3215	secretary@gtyc.com.au (03) 5278 6408 or 0419 133276	<i>Charisma</i>
Treasurer John Mole 7/228 Mt Pleasant Road, HIGHTON, Vic, 3216	treasurer@gtyc.com.au (03) 5243 1109 or 0411 142917	<i>Vintage Red</i>

General Committee Members

Doug Gadd (Sponsorship)	sponsors@gtyc.com.au	0408 522685
Paul Webster (Web Master)		0438 882363
Jennifer Jenkinson (Membership)	membership@gtyc.com.au	0402 462724
Kevin O'Neill (Training)		0417 137808

The GTYC also maintains a phone for general and emergency inquiries on 0422 131 582

Even Keel is the official quarterly newsletter of the Geelong Trailable Yacht Club Inc.

Editor: Dr Geoff Russell
PO Box 899, GEELONG, Vic, 3220
www.gtyc.com.au info@gtyc.com.au

The editor welcomes all articles and photographs contributed by members. Content for the winter edition of *Even Keel* should be with the editor by 31 May 2012. Please send text in Word format.

Disclaimer:

The articles and advertisements published in *Even Keel* do not necessarily reflect the opinions of the Editor, Flag Officers, Committee Members, or general membership of the Geelong Trailable Yacht Club Inc.

Commodore's Report

Ahoy all!

I hope you're all getting out and enjoying sailing before the days get too much shorter.

Those who attended our Man Over Board training day received some great advice from Jim Bland who showed us the correct procedure, bearing in mind the possibility of the person being knocked unconscious when they go overboard (in which case, who's going to pull the tab on the inflatable PFD? Scary thought indeed!). It also was food for thought for those of us who sail with only two on board. Who mans the tiller while the rescue takes place? What happens to your boat if you jump overboard to rescue someone?

For those of us present, this quickly led to some serious re-evaluation of current practices and equipment, and even had some discussing a design for a purpose built 'scoop' for getting an unconscious person back on board. Rae-Ellen and I decided to change our own manual inflation PFDs to automatic! The day ended with a lively trivia and pizza night at the Western Beach Boat Club rooms (with thanks to them for again welcoming us.)

I'd like to take this opportunity to acknowledge Jim Bland's massive contribution to our club, as he's moving on to some more land-based activities in future. For many, many years Jim has worked tirelessly for the club in many, many different roles.



As an indication of how many, the boxes he left us have been distributed to various members of the committee. Thanks Jim!

Our new Club Captain is Mike Alden, who we already know is more than capable of filling this role admirably – so on behalf of the committee, I'd like to thank Mike for taking on this important role.

It would be great to have some more (and new) people on the committee, so if you're free on the second Tuesday of the month please consider joining us for an opportunity to contribute to the future plans and direction of the club.

Speaking of future plans, we're moving steadily, albeit slowly, toward the day when our clubhouse becomes a reality on the south side of St Helens marina. This is a long standing project, working with the Coast Guard, so we can share new purpose-built rooms that will be a great improvement for both organisations.

Coming up we have our Easter cruises, with some members planning to go to the Gippsland Lakes, and your Commodore taking his family to Westernport Bay. If you'd like to join me, please let me know as soon as possible. We'll still have the regular races – and in particular the Steamboat Cup on Saturday 12 May to look forward to. Please visit our club website for the NOR!

Lastly, by the time you read this our committee will have held its first planning day for the year, aimed at better defining where we are heading over the next few years as a club. This planning process will continue for some weeks, so if you have any particular areas or ideas that you'd like us to consider then please provide your feedback to any committee member to throw it in the mix for ongoing consideration.

Wishing you fair winds and smooth seas,

Paul



"YOUR COMMUNITY OWNED PHARMACY"

A.C.N. 087 822 339 A.B.N. 68 087 822 339

Man Over Board (MOB) drill

Everyone who sails has a duty of care not only toward their own safety, but to that of their crew. Yachties also have a moral and in some cases a legal responsibility to render all possible assistance to anyone else on the water who gets into strife. And what could be more harrowing than losing someone overboard, especially in a big swell?

So the aim of the annual GTYC MOB Day, held on Saturday 18 February at St Helen's, was to offer some practical ideas on how to get someone back onboard your boat in an emergency.

For this exercise, club member Jim Bland took a small but enthusiastic group of fellow members through the basics of getting a very waterlogged companion back into their boat.

According to Jim, the first task for any skipper who suddenly loses someone overboard is to toss anything that will float straight in after them. Ideally this should be a life ring or horseshoe off the pushpit, with a lifeline firmly attached. But cushions, a foam esky or a spare PDF will also do the trick. These floating markers give the boat's skipper and crew a better chance of spotting and retrieving their man (or woman) overboard, especially if you're sailing in a big sea.

The next immediate task for the skipper is to assign a crew member to keep a keen watch on the person overboard, or the floating markers if the person can't be easily spotted (which sometimes happens in stormy or twilight conditions against a grey sea, and the unfortunate wretch is not wearing a brightly coloured PDF). If the skipper's sailing just two-up, then the job of handling the boat and keeping an eye on their overboard crew is all theirs!

The next challenge is to turn the boat around as quickly and as safely as possible then head



Members gather at St Helens Marina



Getting the 'good oil' on MOB retrieval from Jim



Readying the jib to lift the MOB back on board

back to where the person is bobbing about in the water. Traditional sailing texts recommend that whatever course you're sailing, you should gybe immediately to turn back on your course. In practice, this may be easier said than done, specially if you're now sailing single-handed in a blow, and the last thing you want is your overpowered boom crashing from one set of shrouds to the other.



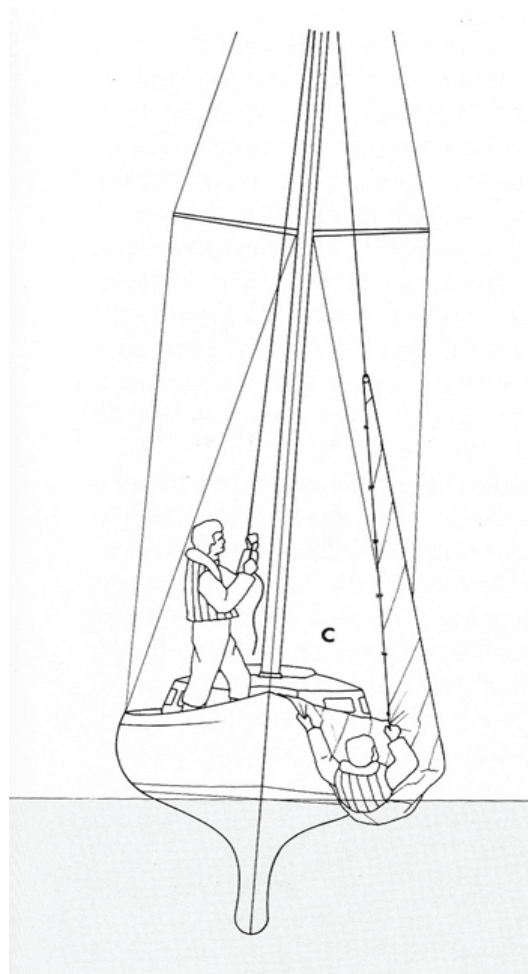
However you get back to the pick-up zone, the recommended course is a tight figure eight, to bring your boat luffing up behind the person in the water. Then just as you reach them, you turn into the wind to depower the boat, allowing the swell to bob the (hopefully) floating crew down to your position.

Retrieval is comparatively easy if the person bobbing about in the brine is still conscious, can swim or at least tread water, and is wearing a PFD. In this case, it's a matter of tossing them a line and helping them climb aboard again - perhaps using a transom ladder, and even tying a line around their PFD straps to help haul them up to safety.

However, as Jim explained, it gets a lot trickier if the person in the water is cold, tired, incapacitated, or your boat has high freeboard and lifelines, without any easy way to climb aboard. Add to this the weight of the crew's wet clothing, and you could be faced with manhandling perhaps a 100 kg dead-weight back on board all by yourself. How do you do it?

For this demonstration, Jim chose to use a jib unclipped from its forestay, but still attached to its halyard and sheets. Working on the leeward side of the boat, you drop the halyard so that the foot of the jib can dangle down into the water. The soggy crew member then crawls into the sail and lies there, ready for the skipper (or any other crew left onboard) to hoist the jib halyard up the mast again. In doing so, they also raise and lift their soggy mate back up over the lifelines, and eventually onto the deck - a bit like hauling up a net full of fish. As 'volunteer' Chris Hancock discovered, it may not be the most comfortable ride in the world, but if it's the only way to be rescued, then comfort is the last thing you worry about.

Jim's final message was clear: whatever technique you use to retrieve someone out of the drink, you must practice in all types of conditions until it becomes second nature - for the skipper and their crew. The best way is to go out on the water and toss a floating mark overboard, then practice your figure 8 turn and retrieval routine.



If nothing else, practice like this will help sharpen your boat handling skills. And who knows: one day it might also just save a life! In the meantime, many thanks to Jim for his great lesson and practical wisdom, and to Chris for being a very willing 'body'.

Geoff Russell

**PROFESSIONAL
INSURANCE
BROKERS VIC
Pty Ltd**

**ANDREW
JOHNSTON**
andrew@profin.com.au

GTYC Racing Results – Short Series 5, 6 & 7

Geelong Trailable Yacht Club									
RACE: Short Series Race 5			OOD: Bruce Ewen			DATE: 05.02.2012			
Weather Conditions: Gusty NNW strengthening >25K			Start Time Div. E: 10:30			Start Time Div. F: 10.30am			
Boat Name	Sail No.	Finish Time	Elapsed Time (Minutes)	CLUB			YACHTING VICTORIA		
				Handicap	Corrected Time	Place	Handicap	Corrected Time	Place
Vintage Red	SM521	11:37:50	1:07:50	0.685	00:46:28	1	0.725	00:49:11	1
Chrasima	84	DNF							
StepAboard	167	DNS							
Race shortened due to Gale warnings - All boats recovered and berthed									

Geelong Trailable Yacht Club									
RACE: Short Series Race 6			OOD: Glenn Kewish			DATE: 19.02.2012			
Weather Conditions: Light Winds			Start Time Div. E: 11.50am			Start Time Div. F: 11.50am			
Boat Name	Sail No.	Finish Time	Elapsed Time (Minutes)	CLUB			YACHTING VICTORIA		
				Handicap	Corrected Time	Place	Handicap	Corrected Time	Place
Sea Wind	SS79	1.43.35	103.58	0.63	65.25	4	0.63	65.25	4
5 O'Clock Somewhere	40	1.16.30	75.5	0.728	54.96	2	0.76	57.38	1
Dynamic Duo	B8	1.31.32	91.53	0.595	54.46	1	0.645	59.03	2
Status	49	1.26.49	86.81	0.71	61.63	3	0.71	61.63	3

Geelong Trailable Yacht Club									
RACE: Short Series Race 7			OOD: T. Fraser			DATE: 04 Mar 2012			
Weather Conditions:			Start Time Div. E: 10.00am			Start Time Div. F: 10.00am			
Boat Name	Sail No.	Finish Time	Elapsed Time (Minutes)	CLUB			YACHTING VICTORIA		
				Handicap	Corrected Time	Place	Handicap	Corrected Time	Place
5 O'Clock Somewhere	40	1:04:57	64.95	0.728	47.283	1	0.755	49.04	1
Dream On	92	1:10:07	70.117	0.698	48.94	2	0.725	50.83	2
Beaujolais	763	1:20:21	80.35	0.653	52.47	3	0.725	58.25	3
Vintage Red	521	1:27:07	87.117	0.685	59.67	4	0.725	63.16	4



Summer Series Race 7 – 18 March 2012

OOD John Mole, Ray Slee and Gwen Leggett

Light south-east winds of the morning had increased to about 15 knots and sailing was delightful.

The start was laid a kilometre or so north east of St Helens. The course led to CB2 (beat) then to CB1 in the direction of Geelong Grammar tower, back to the start mark, out to CB2 again and home to St Helens.

Beaujolais had joined Five O'Clock Somewhere and Dream On, Oo La La having gone home. The race promised to be closely contested as the breeze was strong enough for Beaujolais to perform well.

The start was very close with all yachts crossing within 2 seconds: Dream On first, then Five O'Clock Somewhere and Beaujolais.

During the beat to CB2, 5 O'clock Somewhere overtook Dream On and Beaujolais rounded third, with about 70 seconds separating them.

Spinnaker flying, Five O'Clock Somewhere increased her lead over Dream On who likewise increased her lead over Beaujolais. That was the order to the start mark, CB2 and the finish.

After handicaps were applied, Beaujolais won on Club handicap by a mere 17 seconds, Dream On was second and Five O'Clock Somewhere third, just 14 seconds behind.

YV handicap honours went to Five O'Clock Somewhere, followed by Dream On, then Beaujolais.

Congratulations to all!

Summer Series Race 7; 18th. March 2012

Yacht Name	Finish Time	Elapsed Time (minutes)	CLUB			YACHTING VICTORIA		
			Handicap	Corrected Time	Place	Handicap	Corrected Time	Place
Beaujolais	1:58:53	118.883	0.672	79.88	1	0.725	86.19	3
Dream On	1:54:31	114.517	0.7	80.162	2	0.725	83.025	2
5 O'Clock Somewhere	1:46:46	106.766	0.753	80.395	3	0.755	80.608	1

Short Series Race 8; 18th. March 2012

Yacht Name	Finish Time	Elapsed Time (minutes)	CLUB			YACHTING VICTORIA		
			Handicap	Corrected Time	Place	Handicap	Corrected Time	Place
Oo La La	DNF							
Dream On	1:36:05	96.083	0.7	67.258	1	0.725	69.66	1
5 O'Clock Somewhere	1:34:17	94.233	0.753	70.995	2	0.755	71.183	2

Short Series Race 8 – 18 March 2012

OOD John Mole, Ray Slee and Gwen Leggett

Light south-east winds were forecast and light they were – about 5 knots.

The course was a beat from St Helens to the west cardinal mark near Cunningham Pier, followed by a reach to the CB2, a broad reach to St Helens, another beat to the west cardinal mark and a run to the finish at St Helens.

Three boats were in the contest: 5 O'Clock Somewhere, Dream On and Oo La La – all to start together.

The start featured some interesting manoeuvring in the light breeze by 5 O'Clock Somewhere but it was Oo La La with a perfect start, the others following about 30 seconds later.

After 500 metres or so, the breeze freshened and became very flukey, changing direction about 20 degrees. Dream On overtook both 5 O'clock Somewhere and Oo La La and led the group around the west cardinal mark and held the lead to CB2. Oo La La had fallen back considerably.

The run to St Helens combined with a strengthening breeze favoured Five O'Clock Somewhere, so that by the St Helens mark she had the lead. Dream On reduced the lead a little on the beat to the west cardinal mark but it was not enough to stop 5 O'clock Somewhere from leading the run home. So it was to the finish. Oo La La kindly shortened her course to avoid delaying the finish.

After handicaps were applied, Dream On won both Club and YV handicap honours. Congratulations to Glen and crew.

OOD: John Mole, Ray Slee, Gwen Leggett

The Queenscliff to Geelong Race: a *Vintage Red* perspective ...

To avoid a rush on race day, we launched *Vintage Red* the day before and left her in the Queenscliff marina overnight. The forecast for race day was for a shower before the start, clearing afterward, and 20 to 25 knots for the day. The shower was a heavy one, forcing abandonment of last minute adjustments and causing some to withdraw. But it was all over after a few minutes, with no more rain for the rest of the day.

My crew Brad and Kevin duly arrived and, after prising Kevin out of the coffee shop, we headed out to the start. On the way out, we observed the rather small buoy marking one end of the start line.

The wind was southerly (coming in across the start line from behind) and there was a 3½ knot tidal stream running in from the heads. There was a real risk of getting washed over the line early – and once across, a difficult beat against 3½ knots and the wind to recover from. So, discretion being the better part of valour, we stood away from the line until the flags were dropped. That turned out to be a good decision, as several of the keen starters were carried across the line early and then faced the difficult task of returning for a restart.

Once under way we were running, with wind on the port quarter, and we continued so for several minutes until we determined that our 'navigator' had us following the wrong line on the GPS. So we gybed to get back on course. We could see those on the correct course a mile or two east of us. The leader seemed to be *Lowanna* III, with spinnaker flying.

I contemplated launching our spinnaker to keep up with

Lowanna, but was reticent. Our gybe wasn't easy in the strong wind and waves, and another with the spinnaker to deal with as well concerned me. During my vacillation, I glanced towards *Lowanna* again away to starboard, at exactly the moment when she broached and sat with mast horizontal. I expected her to right herself but, to my consternation, she slowly turned turtle. We were too far away to see where the crew were, and too far away to effect a rescue. There were other yachts we couldn't identify following *Lowanna* and able to rescue, so we continued on, looking now and then to check activity. After a couple of minutes, we saw someone tugging at the upturned keel and slowly, *Lowanna* righted, only to go immediately over again.

Back to concentrating on what we were doing, or we would be in trouble too. The wind was dead astern and there was ever a risk of an inadvertent gybe as *Vintage Red* moved about under the influence of the following sea. Steadily, we converged on the correct course, at which point we gybed and could see how much we had lost by our navigation error. In front of us by about 800 metres was *Hairy Legs*, reefed and going well. *Vintage Red* was handling the full main well and, as we went around the peninsula and the wind consequently came on our port, we could see that we were steadily gaining. We had her in our sights!

We were sailing, three of us in the cockpit,

FOUR WINDS MARINE

Chandlers of Distinction



- Yachting and Boating Supplies
- Wet Weather Gear & Clothing
- On Water safety Equipment
- Fibreglass Supplies and Marine Paints
- Kayaks, Canoes and Wave ski's
- Stainless Steel Balustrading

24 Bellerine St Geelong.

PH: (03) 5229 9200

Fax: (03) 5221 1455

Email: info@fourwindsmarine.com.au

Web: www.fourwindsmarine.com.au

feet braced against the downwind side when my foot slipped and I bounced off the out-board, taking the tiller with me and finished down against the leeward life lines. With that, Vintage Red turned rapidly into the wind and stopped, in irons. I recovered my position as the boat steadily turned back towards Queenscliff. With no headway, she turned side-on to the wind, heeled to about 60 degrees and slowly built up headway – but in the wrong direction! We tacked as soon as we had enough speed and got back on course, but we had lost all we had gained. Press on!

We progressed further around the peninsula until we were beating. By now, Hairy Legs had a second reef and we were able to point a lot higher, and we seemed to be maintaining equal speed. As we approached Point Wilson Pier, Beats Work appeared, reefed but travelling well downwind and about parallel to Hairy Legs – but clearly leading. We all tacked to go round the pier and it was obvious we had gained a lot on Hairy Legs, but we still trailed her.

As we beat towards the shipping channel, we came across Charisma and other smaller yachts that had sailed the shorter course

closest to the coast. At the appropriate point, we tacked again towards Point Henry. Hairy Legs and Beats Work necessarily continued on towards Curlewis because they were not pointing as high as we were.

As we entered Hopetoun Channel near Point Henry, Beats Work appeared about 500 metres to port and in front of us. As we beat up the channel, we were steadily gaining on Beats Work, but the wind was dropping. We held our own heading for Smorgies, and were surprised when Beats Work turned, not for the Geelong Grammar School as her course demanded, but straight for the finish line. Not to worry: we still had a chance of beating her across the line!

So as we rounded the mark near Smorgies, we launched our spinnaker and rapidly gained on Beats Work, still under her jib. It wasn't long before we noticed activity on our rival's deck as her crew deployed pole then spinnaker to help her hold her position, albeit on the wrong course.

So it was to the finish. We won our division and line honours as well. Crew, we couldn't do better than that!

John Mole, Skipper, *Vintage Red*



Wooden boat festival

During February, Corio Bay again hosted the annual Wooden Boat Festival, with many GTYC members heading over to the Royal Geelong YC to 'kick the planks' (a variation on 'kicking the tyres').

This year saw the return of a few old favourites, such as the training ship *Enterprise*, a beautiful polished timber speed boat that looked like it had come from an early 1960's James Bond film, and a very odd collection of steam powered wooden boats.

The highlight for many though was the 15th Century replica Portuguese caravel *Notorious*, sailed in from its home port of Warrnambool by owner/builder Graeme Wylie.

These pages show just some of the highlights from this very popular and inspiring event.

Geoff Russell







BeYC turns 50!

My old home club, Bendigo Yacht Club on the shores of Lake Eppalock, celebrates its 50th Anniversary in April!

And the best present of all for the club is the very full state of the lake, with the rains of the past two years swelling capacity to 95 per cent compared to barely 3 per cent just five years ago at the height of the drought.

The club's membership has risen accordingly, boasting nearly 300 on the books and a variety of trailable and off-the-beach boats in weekly competition.

The good news for all other sailors – including members of the GTYC – is that visiting boats are most welcome anytime! There are good camping and launching facilities, and the full lake means great sailing regardless of your preference: racing or cruising.

The day sail up towards Heathcote is a very popular jaunt, especially with tie-up facilities at some of the local wineries! And it's all fresh water, so no salty motors to clean-out at the end of a long day's sail!

Geoff Russell



BeYC rescue boat on Lake Eppalock at 95% full



My former skipper John Scott and his Hartley 16



Brisbane to Geelong

An epic yacht transfer ...

In this first installment of two parts, Jim Bland tells of the joys and frustrations of sailing the yacht Shenokee from Brisbane to Geelong in January 2010.

Lee Shaddock, David Homewood and I flew out of Avalon on Tuesday 5 January at 9.05am heading for Brisbane. On arrival we hired a car and traveled to where Shenokee was moored at the RQYS at Manley Harbor. We looked her over and became familiar with its equipment, then decided on our requirements for the long sail back down south.

On Wednesday Steve Westhead arrived on a flight from Geelong. Lee and David picked him up and then got some supplies for the boat, while I met up with an old mate to have lunch, and a chat about our past escapades.

On returning to the boat, we fitted the small headsail to the second inner fuller, checked the weather reports and faxed a log to the VMR Coastal Watch for our planned voyage.

We then went into a frenzy trying to free the rudder shaft which was stiff to turn. Our efforts were not successful, so we had to

start off with it being stiff (though it freed up as we traveled south and the water and air temperatures dropped). We were a little frustrated with the stiff helm but went off to dinner at RQYS, returning to the boat for some further discussions before retiring for the night.

The next morning, Thursday at 5.00am, we showered and made ready to take on the mass of islands and channels on the route to Southport. After negotiating many channels and a few shoals (we touched bottom a couple of times), we traveled 42 nautical miles during nearly nine hours of motoring (due to a wind of 8-20 knots on the nose), arriving at about 3.00pm that arvo.



High rises along the South Port beach area

Bull Sails

33 Eastern Beach Rd
GEELONG VIC 3220

Ph/Fax: 03 5222 2930

Mobile: 0438 212 930

Email: bullsail@iprimus.com.au



Passing the South Port marine traffic tower

We anchored in the bay with a number of other yachts and cruisers, near the Coast Guard building and boat ramp.

We then organised dinner by 6.00pm: chicken with a cream sauce, mushrooms, capsicums, onion and pasta. Lee cleaned up the mess, but Dave struggled to eat all his quota and ended up giving a small portion to the fish. The mosquitoes have been a little hungry during the evenings and this night was no exception.

The next day, Friday at 5am, a south easterly squall came through, so Lee and I hopped up to make sure the anchor wasn't dragging. An hour later we had breakfast, checked weather forecasts and reports, and radioed the Seaway Tower our intended sailing plan.


We motor-sailed for the first day and a half with Lee and David taking the first shift from 6.00pm to 9.00pm, then Steve and me from 9.00pm till midnight. Lee had the fidgets all night and had no rest, then he and David took over from midnight till 3.00am when Steve and I took the helm again. We repeated this process for all of the trip south.

David cooked eggs on toast for breakfast; I took a sea-sickness tablet and didn't have any further problems since that first day.

Early on, Steve and I observed four dolphins that hooked on to us for a considerable time. Yes, we were still motor-sailing as the breeze was still on the nose.



Looking aft along the deck aboard Shenokee



SHEET – ROD – TUBE – ROLL

CUT TO SIZE

Nylon, Acetal, PE, PTFE, PP, PVC,
Polycarb, Acrylic, Corflute,
Foamed PVC, HIPS, ABS and more.

ANDREA HOOGWERF
PH: 03 5277 2141
MOBILE: 0403 498 711

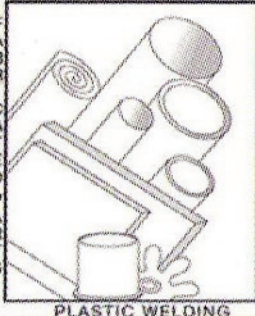
FAX: 03 5277 2143
EFM.Plastics@bigpond.com
39 Edols Street
North Geelong Vic 3215

CUT TO SIZE

FABRICATED PARTS

MACHINED PARTS

PLASTIC WELDING





A 'close encounter' with coastal sea traffic

Off Nambucca Heads North we had a number of large container ships pass us throughout the night, then during the early morning we saw a number of fishing boats out checking their laid pots.

By Saturday evening we had motor-sailed all day, then the wind went to the north-east, making it very hard to hold a straight course due to the slop created by waves hitting the stern. The wind speed ranged from 8-15 knots with Steve and me on the helm.

By Sunday morning we had survived a hectic night, with the wind changing from north-east to the north-west with a two to three metre swell. We gave the motor its first rest since leaving Brisbane as the wind reached 25 knots with a lot of rock and roll off the wave tops. We again found it hard to hold a true course for some six hours, until the wind slowly abated at sun rise. We then resumed motor-sailing in 5 knots of breeze just two hours out from Port Stevens.



The beautiful Port Stephens' marina

That Sunday morning, while David was on the helm, a very large whale breached right alongside the boat, scaring the living day-lights out of him! Lee and the rest of us were also a bit shocked, and I'm not sure if Dave had any problems with his jocks!

We spent Sunday at Port Stephens where we filled up with diesel, showered and had a beer as we relaxed for a while. We also had a steak burger with the lot for lunch to regain some energy from the last 24 hours or so. The marina was great: all floaters and great personal showers at the office area, but not cheap at \$120 per night for a berth!

After a light dinner, David and I went for a walk around the waterfront, buying a home-made ice-cream and checking out the abundant scenery. The area around all the marina is a marine sanctuary, but as we walked to the southern end where fishing is allowed we saw a fisherman catch a small octopus.



Another view of Port Stephens

After that we moved back to the main marina, where we saw was a guy playing a guitar. He was excellent, so we listened to him as we sat on the grassy foreshore having a quiet beer. We then decided to call it an early night, to catch up on a few hours sleep and make up for the last few days on the water.

By Monday at 9.30am we were out of the cot and organising breakfast. It had been rain lightly since about 6am, so Lee and Steve analysed the local weather reports for the next run down the coast. They were still hopeful of a favourable weather window, as there had been a large front coming in from the east.



The crew aboard Shenokee

After pondering the weather we headed off to the showers to freshen up, as it had been very hot and sticky overnight onboard (28 plus degrees). It was also a good opportunity to do some washing while showering. By 11.30am we were back onboard cooking bacon and egg sandwiches for brunch.

During the day we modified the water generator that was dragging in the water, lifting it up into a vertical position after removing some retaining bolts. By early evening we were out again for a couple of drinks and pizza for dinner. Steve and Lee had gone off for a couple more coolers as it was still very sticky and hot, while Dave and I returned to



Heads down trying to fix the transducer

the boat for some cheese, biscuits, coffee and a relax looking at the vast display of boats in the harbour.

I got a call from an old mate in Brisbane, John MacPhee. He and I spent some 10 years there before he moved to Sydney, then back to Queensland. He was keen to see how our trip was progressing after I had met him in Brisbane. I gave him the good oil!

Next morning, Tuesday at 8.30am, we were up and ready for another day. The forecast was for winds of 18–25 knots and 30+ in the afternoon, with a 2–3 metre swell and two metre waves. The next day, Wednesday, would be 20–30 knots from the north-east with 3 metre seas, then Thursday a southerly of 15–25 knots from port hacking to Gabo Island. It looked like a bugger of a forecast for the next three days.



David Homwood on the bow

To kill a bit of time we fitted an external speaker to the VHF radio facing into the cockpit, allowing us to hear announcements over the motor noise. In further frustration at our delayed departure, we had showers and did some more washing.

That night Lee cooked stroganoff for dinner, and we sat on the boat reminiscing about the weather that we had endured so far.

Wednesday by 7.00am we were up for a shower as it was again quite hot and sticky (still had the Queensland influence here). Overnight a light northerly had come up, though we were expecting a southerly later in the day. By lunchtime Steve had developed a knee problem, which meant he couldn't take much weight on his leg. Perhaps it was an old Navy injury come back to haunt him!

We did some further provisioning of the boat, but by late arvo it had become very boring for all of us waiting for the latest weather front to come through. We left the boat and sat up under the trees as it was very hot and sticky still. We just sat around hoping the front came through in the early evening, just to give us a break to head out.

That night for dinner we headed out for fish and chips, then came back to the boat. By 8.30pm things were still looking pretty ordinary with 33 knots now whipping through the marina.

There were so many fronts and strong winds forecast from various directions right along the coast, but mainly southerly, making our planned passage south very difficult. But we wanted to be cautious, to protect both the boat and its crew. So we had little option but to keep waiting it out!

We spent the twilight enjoying a cup of coffee before an early night, in anticipation of taking off tomorrow some time to sail some bite-sized distances along the coast line, and making sure we would be able to reach shelter if the occasion arose.

The next day, Thursday at 7.00am, we were all up and showered. After a quick breakfast I took a sea-sickness tablet ready for the predicted swell and waves on the nose of up to two metres from the south. None of us were looking forward to the thumping, and we all hoped to be through it in 24 hours, aiming for Eden!

So at 9.00am we began sailing and motoring, and continued that way through the night with our three hour shifts. Yes, the breeze was on the nose with a heavy swell and waves, making it very hard to hold a constant course.

We ran a course about 100 metres off shore, heading south to Wollongong for a break, a refuel, a cold shower and some sandwiches for lunch. We also checked the latest weather forecasts, before spending a little time relaxing. Steve cooked up an early dinner, then we headed out of the harbor with our destination set for Eden, some 160 nautical miles away, or about two days and nights journey.

We left Wollongong at 5.00pm and motor-sailed all evening and night. We saw many dolphins and fishing boats; one caused us a bit of worry as it was difficult to see its navigation lights in the large easterly swell.

The breeze turned northerly by early morning, rising above 25 knots with a 2-3 metre swell and waves breaking on top of the swell. We traveled past Montague Island well out to sea, then heard a weather alert come through on the VHF for strong winds building from the south. So we made a dash for Bermagui harbor, which has a very narrow and shallow entrance. The sharp swell and waves pushed us through while a number of people run up along the breakwater to see if we were going to make it!



Local fishing boats return home at Bermagui

Fortunately we moored at the main pier with other boats also arriving for shelter around 1.30pm. Given the weather, it looked like we'd be stuck here for a couple of days, especially as the large local fishing fleet had also decided to stay in harbor.

So we walked up the street, where I bought some more sea-sickness tablets and picked up some pies for lunch from the local bakery. After lunch we had showers, then did some washing at the local Co-Op and had a change of clothes.

That night we went to the local pub for a couple of beers, Lee went in a meat raffle and won a small meat tray, so we made good use of some of her winnings for dinner that night.

After dinner we sat and pondered our options about continuing our journey, as the weather window did not look favorable until

Thursday. One possibility was that we'd pen the boat, catch public transport back to Geelong, then return when the weather had settled down. But that would be our last resort; in the meantime, things were on hold until early Monday when we'd make a final decision as to whether we'd sail on, especially with a new forecast for the next few days of 5 metre seas and gale force winds in Bass Strait!

... to be continued!

Jim Bland



Marina area at Bermagui



Lewis Tyrepower
Geelong Tyrepower
Drysdale Tyrepower

TEAM TYREPOWER

2 High St
246 Thompson Rd
25 Murradoc Rd

Belmont ph 5241 3808
North Geelong ph 5277 9922
Drysdale ph 5251 5232

Best Prices for
Wheels - Tyres – Exhausts
Brakes - Servicing



TYRES

From

\$65

Includes Fitting And Balancing



ALLOYS

15" From

\$95





RIPPLESIDE PARK

Motor Inn

Paul & Nola Patterson

Welcomes You

67 Princes Highway, North Geelong VIC 3215

Phone: (03) 5278 2017 • Fax: (03) 5278 8244

Book Review:

The Complete Trailer Sailor

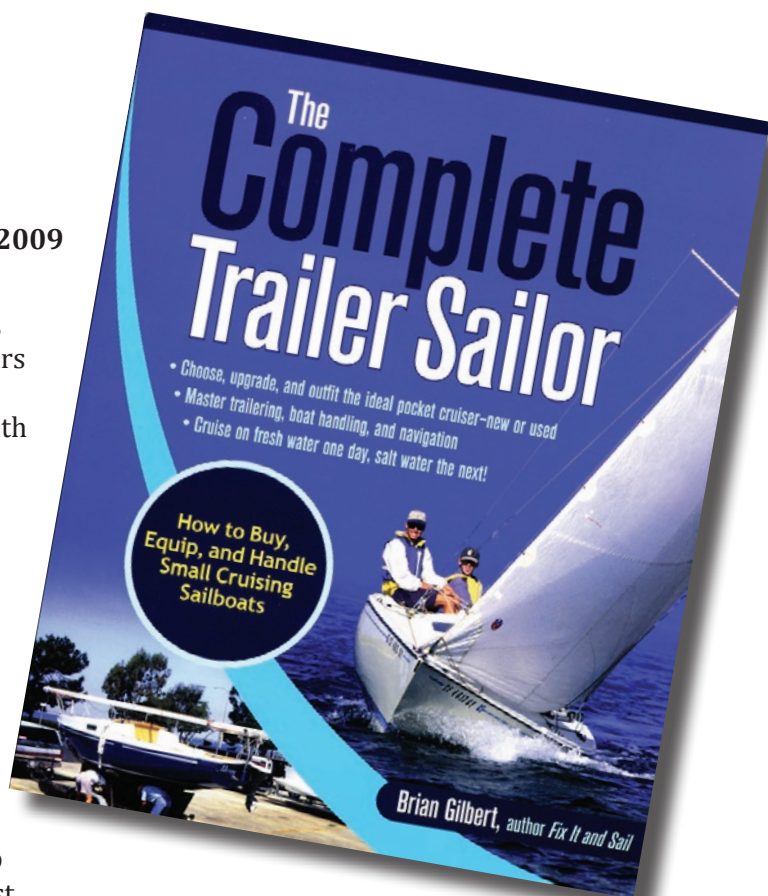
by Brian Gilbert

International Marine/McGraw Hill, 2009

Much to my wife's horror, I must have about a hundred books now on sailing, collected over the past dozen or so years mainly from flea markets and second-hand bookstores. Most of them deal with the extremes: either dinghies or larger keelboats and cruisers. Of course, you can learn a lot about sailing from most of these books, especially as the principles of seafaring are much the same regardless of the size or shape of your boat. But until recently, it's been really difficult to find anything modern written specifically about trailer-sailers: the sort of boats we own, tow and sail at the GTYC.

So I was delighted about a year back to stumble across three books written just about trailer-sailers. Though published in the US for a North American audience, these books have nevertheless proven an absolute treat, with lots of great information that's directly relevant to boating here in Australia.

In this article I'll explore the first of these books: Brian Gilbert's 'The Complete Trailer Sailor'. Gilbert is the proud owner of a 1979 Montgomery 17 footer (which looks very much like a Explorer), and his generous 266 page book covers just about every aspect of researching, buying, sailing and maintaining your average GRP trailer sailer.



Gilbert's hand-drawn illustrations and photos are numerous and clear, and easily help the novice and expert alike get a good understanding of how to get the most from their boat (and trailer). Gilbert writes in a relaxed, friendly and informative style and never assumes his readers are experts; rather, he treats us as fellow sailors, just as keen as he obviously is to keep our boats in top shape ready for safe and comfortable cruising.

He starts out with a section on 'Finding your sailboat', which includes chapters on how

Signific 

TORÉ DESSANTI
0419 898 284
tore@signific.com.au

Phone: (03) 5223 2620
Fax: (03) 5223 3106
33 Boswell Avenue, Newtown 3220

SHOPS & FACTORIES
TRUCKS & VANS
A BOARDS & BANNERS
INDUSTRIAL & SAFETY DECALS
METAL, PLASTIC & TIMBER ENGRAVING
PAINTED MURALS & ARTWORK
ALL SIGNS MODERN & TRADITIONAL
LARGE FORMAT DIGITAL PRINTING

www.signific.com.au



Go to the ant! 

to read and understand boat specs; how to evaluate different trailable yachts to find one that fits your tastes, budget and needs; and some great information on trailers. After all, without a good trailer, your pride and joy may not even make the water!

The second section deals with 'Basic equipment', covering towing and rigging your boat; knowing your knots and lines; and getting underway once you're on the water.

Next comes a section with chapters to improve your sailing knowledge and skills, covering topics such as the rules of the road (sea); weather; navigation and piloting; and handling emergencies – including the very necessary man overboard drill.

The fourth section is all about maintaining and modifying your sailboat; while the final section looks at cruising in comfort, with chapters on personal comforts on board – such as cooking, fresh water provision and essential personal gear.

Those of us who have been sailing for a while may think some of this is pretty basic stuff – but for anyone just starting out, Gilbert shares essential knowledge that most of us have had to discover the hard way!

This is one of those books you'll read in one go, then come back to time and again as a ready reference whenever you're trying something different on your boat – be it a modification, routine repairs and maintenance, fixing the trailer, or checking some basic navigation.

The book also offers very useful glossary and detailed index, so you can find things in a hurry – even when your hands are sticky with half-dried fiberglass resin or that horrible silicon (as mine have been over the past 12 months from working on my boat).

If you're keen to start your own sailing library and you have an interest in trailer sailers, then I thoroughly recommend this publication. You can buy it from most good chandlers (or online) for about \$30.

Happy reading!

Geoff Russell



**TRAILER SALES,
REPAIRS, SERVICE**

**Trade & Wholesale
Enquiries Welcome**

**Providing Service to
Geelong & District
Since 1968**

THE ONE STOP TRAILER SHOP

F. SPARKS & SONS

Geelong's Towbar Specialists

5278 1713

 **80 COWIE ST.
NORTH GEELONG**

**ALL MAKES
& MODELS**

- ELECTRIC BRAKES
- DRIVING LIGHTS
- ROOF RACKS
- BICYCLE RACKS
- LEVEL RIDES
- CARGO BARRIERS

PHONE: 5278 1713

**TRAILER
SALES
& REPAIRS**