



Even Keel

The quarterly newsletter of the Geelong Trailable Yacht Club Inc.



Glen Kewish and Colin Olney aboard Dream On take the lead in ideal winter sailing conditions on Geelong's Corio Bay

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Spring 2013

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

Editor: Dr Geoff Russell **Mail:** PO Box 899, GEELONG, Victoria, 3220 **Email:** info@gtyc.com.au

The editor welcomes relevant articles and photos from members and sponsors. Content for the summer edition of *Even Keel* should be with the editor by 20 November 2013. Please send copy in Word format and images as TIFF or JPEG files. **Disclaimer:** articles and advertisements in *Even Keel* do not necessarily reflect the opinions of the Editor, Flag Officers, Committee Members, or general membership of the GTYC Inc.

GTYC Flag Officers and Committee 2013-14

Commodore:	John Mole	commodore@gtyc.com.au	0411 142917
Vice Commodore:	Vacant		
Rear Commodore:	Paul Graham	rearcommodore@gtyc.com.au	0432 248969
Club Captain:	Bob Balding	captain@gtyc.com.au	0402 268 023
Minutes Secretary:	Jason Martin	secretary@gtyc.com.au	
Treasurer:	Ray Slee	treasurer@gtyc.com.au	0409 085 197
Committee:	Paul Webster		0438 882 363
	Doug Gadd		0408 522 685



Club Mail: The GTYC Secretary
PO Box 899
GEELONG, Victoria, Australia, 3220

Club Email: secretary@gtyc.com.au

Club Website: www.gtyc.com.au

Club Phone: 0422 131 582 (*emergencies/race day inquiries*)

Commodore's Locker

Greetings to all! As I proudly reported at our recent AGM, our club has concluded the year very successfully, with increased membership, sound finances and no need for fee increases. (You can read the Treasurer's Annual Report elsewhere in this issue.) We have also accumulated enough savings from the last three years to top-up the Clubhouse Fund to the targeted \$10,000.

Following the successful staging of the Ultimate and Sonata Regattas in February, both the Ultimate Association and the Sonata Association have asked us to conduct their Regattas in 2014 but, this time around, they will be on different dates. Standby for more details as we get closer.

Out on the water, we completed six of the eight scheduled Winter Series races, with one cancelled because the bunch of wimps who turned up decided, as they stood around in the freezing conditions, that the rain, cold and strong winds were just too much for them (your humble writer included). The other race was cancelled because the wind exceeded the average 25 knots widely considered the limit for safe sailing.

From here on, we are into the Summer Series, though right now, you may consider that title a misnomer. The new season will include a Summer Series, a Short Race Series and a Winter Series, each of about eight races. We have revised our sailing rules to permit the use of an auto helm as an extra crew, so that those who have one and like to sail solo, can do so. (The full program for the year, from October 2013 to September 2014, will be emailed separately to all members, once finalised.)

On the Queen's Birthday weekend in June, the skippers and crews aboard Amazing Grace, Swingshift and Vintage Red enjoyed a very pleasant cruise through the heart of our capital. We began by launching at the Werribee River, then sailed to Docklands for an overnight stay. The next day saw us all motoring up the Yarra and back to Docklands to overnight again, then sailing back to Werribee to retrieve. The Docklands Marina is a wonderful facility with showers (towels provided), kitchenette, BBQ and comfortable lounge, all for \$45 a yacht per night.

The new *Incorporated Associations Reform Act* has been accommodated into our Club Rules

with only minor changes, as you can read about later in this newsletter.

The new Committee members elected at the AGM are also listed in this issue. All are keen to do the best they can for our club in the coming year. Thanks go to the outgoing Committee for what we achieved in past year. Jim Bland and Barry Palich have retired after many years of meritorious service. Also, Helen Bohling has retired after many years as our auditor, so our thanks also extend to Helen for such a fine contribution.

Work continues on our new, shared clubhouse. The final plan appeared in the Winter Edition of *Even Keel*. The sub-committee is now working on funding, which will most likely come partly from the GTYC and Coast Guard, some from the City of Geelong via Cr Eddie Kontelj (who is very supportive) and the rest from various State or Federal Government grants. The sub-committee has recently assembled a presentation to show Council, once we tidy up a few details.

Finally, our race management software, *Sailres*, has been developed to the point where anyone can view race and series results, and changes in club handicaps (called 'Personal Handicaps' in *Sailres*), by logging onto *Sailres*, choosing 'GTYC', then selecting the desired Series and Race, as required. To view all Club Handicaps, you will need to select 'Show DNCs' in the relevant menu.

The annual *Cluster Cup Race* and the famous *Queenscliff to Geelong Race*, both exciting events, are coming up before year's end, plus our annual *Seniors' Sailing Day* in October.

Enjoy your sailing, and enjoy your club! In the meantime, good sailing!

John Mole

GTYC Commodore

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Commodore's Annual Report 2012-13

As your proud Commodore, I would like to begin my annual report for the year just ended by thanking those members and guests who attended our recent AGM and Presentation Night, and for contributing to the success of our club throughout the year.

I would particularly like to acknowledge the work of our Committee members, every one of whom gave selflessly throughout the year so that the rest of us could enjoy our sailing and each others' company, both on and off the water.

The past year has been a successful one for our club, with a number of significant achievements:

- Continued increase in membership, up by 10 percent to 89
- Sound finances, showing a small surplus, without any increase in membership fees
- Successful conduct of the Ultimate/Sonata Regatta, resulting in requests to conduct their 2014 events
- Progress towards a new shared clubhouse, with finalised building plan and progress towards funding
- Sailres now producing reliable, accessible race results promptly after each race
- Affordable affiliation with Yachting Victoria/ Yachting Australia
- Enjoyable social events.

I suggest that the incoming Committee consider including, as part of its objectives for 2013-4:

- Continued sound financial management
- Continued progress towards a new shared clubhouse
- More events and participation for Cruising members
- Finding efficiencies in Committee work to reduce member workload

I believe our club can look forward to an enjoyable year ahead, and I encourage all members to participate wherever and whenever they can.

John Mole

GTYC Commodore 2012-13

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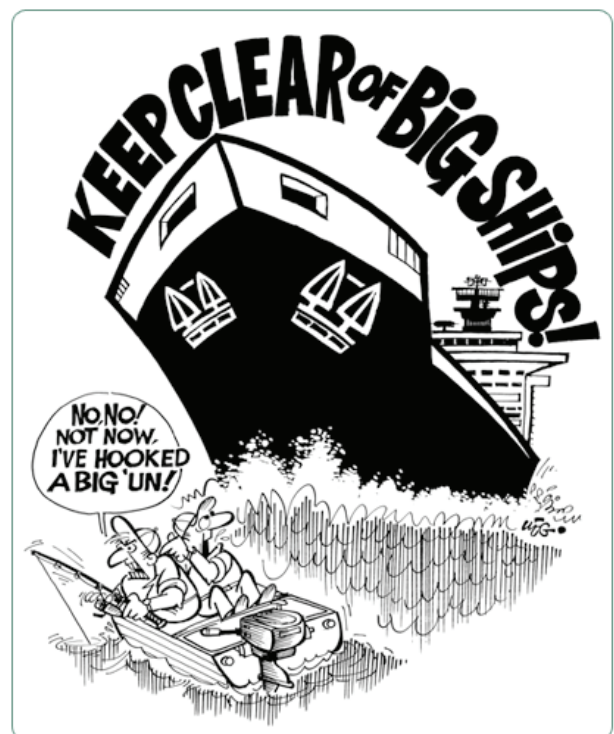
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<u>GEELONG TRAILABLE YACHT CLUB INC.</u> TREASURERS ANNUAL REPORT AS AT 30 JUNE 2013					
			<u>Incoming</u>	<u>Outgoing</u>	<u>Nett</u>
Memberships			\$ 7,563.00	\$ -	\$ 7,563.00
YV/YA Levy			\$ 550.00	\$ (810.00)	\$ (260.00)
PL Insurances			\$ -	\$ (1,885.00)	\$ (1,885.00)
Donations & Sponsorship			\$ 244.00	\$ -	\$ 244.00
Geelong to Queenscliff			\$ 570.00	\$ (675.43)	\$ (105.43)
Steamboat cup			\$ 180.00	\$ -	\$ 180.00
3 Piers race			\$ -	\$ -	\$ -
Cluster Cup			\$ 275.00	\$ (133.50)	\$ 141.50
Arthur the Great			\$ 240.00	\$ (104.70)	\$ 135.30
Class racing			\$ 820.00	\$ (169.20)	\$ 650.80
Trophies			\$ -	\$ (442.65)	\$ 442.65
Rotunda			\$ 228.20	\$ (194.61)	\$ 33.59
Catering			\$ 3,000.85	\$ (2,918.76)	\$ 82.09
Misc Club expenses			\$ 405.00	\$ (1,525.01)	\$ (1,120.01)
Sales of goods etc			\$ -	\$ -	\$ -
Newsletter			\$ -	\$ -	\$ -
Postage			\$ -	\$ (12.00)	\$ (12.00)
Fuel and maintenance			\$ -	\$ (705.12)	\$ (705.12)
Insurance			\$ -	\$ (385.00)	\$ (385.00)
Registration etc			\$ -	\$ (46.50)	\$ (46.50)
Interest			\$ 0.65	\$ -	\$ 0.65
Taxes & bank charges			\$ -	\$ -	\$ -
Cheque cancelled			\$ 15.00	\$ -	\$ 15.00
Transfer to/from Term Deposit			\$ -	\$ (1,000.00)	\$ (1,000.00)
Cash in hand			\$ -		
Cheques not drawn			\$ -		
TOTAL			\$ 13,863.50	\$ (11,007.48)	\$ 2,856.02
Opening account balance 1 July 2012		(A/C No. 351 20091 3771)			\$ 3,576.84
Surplus (Deficit) 1 July 2012 to 30 June 2013					\$ 2,856.02
Closing account balance 30 June 2013					\$ 6,432.86
Term Deposit 1 July, 2012					\$ 19,638.43
Interest					\$ 1,177.81
Transfer from/(to) op. a/c.					\$ 1,000.00
Term Deposit 30 June, 2013					\$ 21,816.24
Operating A/C	Opening	\$ 3,576.84	Closing	\$ 6,432.86	
Term Deposit	Opening	\$ 19,638.43	Closing	\$ 21,816.24	
	Income	\$ 16,041.31			
	Expenses	\$ (11,007.48)			
CASH BALANCE		\$ 28,249.10			\$ 28,249.10
<u>GEELONG TRAILABLE YACHT CLUB INC.</u> TREASURERS ANNUAL REPORT AS AT 30 JUNE 2013					
FUNDS					
DEPRECIATION RESERVE					
Depreciation reserve 1 July, 2012					\$ 11,511.15
Nett Depreciation 1 July, 2012 to 30 June 2013					\$ 1,737.95
Depreciation reserve 30 June, 2012					\$ 13,249.10
CLUBROOM FUND					
Clubroom fund 1 July 2012					\$ 10,000.00
Contributions 1 July 2012 to 30 June 2013					
Clubroom fund 30 June 2012					\$ 10,000.00
CONSOLIDATED SURPLUS					
Consolidated Surplus 30 June 2012					\$ 1,704.12
Nett Surplus 1 July 2012 to 30 June, 2013					\$ 3,295.88
Consolidated Surplus 30 June 2013					\$ 5,000.00
TOTAL FUNDS 30 JUNE 2012					\$ 28,249.10
Ref. Total Funds 30 June 2012					\$ 23,215.27

GTYC Presentation of Awards Night 2012-13

The annual GTYC Presentation Night for 2012-13 was held in conjunction with our Annual General Meeting, and was the first to have used *Sailres* to calculate all results.

As a long technical aside, it makes no difference what method is used to calculate *Class Basic Handicap* results because the handicaps are set externally from the Club and do not change in a season, but things are different for Club Handicap (called 'Personal Handicap' in *Sailres*).

Club Handicaps are re-calculated after each race to give all yachts an equal chance of winning. The previous method of calculating *Club Handicaps* involved averaging results over eight races, whereas the *Sailres* method puts more emphasis on the race just sailed. So the *Club Handicap* varies rapidly, compared with the more moderate changes that occurred previously.

Any misgivings some competitors may have held over the *Sailres* method have, I believe, been dispelled with the very close results for this year (which is as they should be).

For example, the *Short Series* and *Summer Series Club Handicap* results both included multiple second-place getters.

An extra advantage is that newcomers' handicaps rapidly move to a realistic level, whereas before they had to sail eight races (or more than a whole series) before their handicaps adjusted.

The *Ray Maki Memorial Award* was this year presented to Paul Graham in recognition of his stirring leadership over the last four years.

The *Clubman of the Year* was difficult to select as many contributed to our club during the year, and many contenders had received the award previously. Ultimately though, Bob Balding was the worthy recipient.

A special recognition was awarded to Helen Bohling as our auditor for many, many years.



Commodore John Mole proudly presents Paul Graham with the perpetual trophy for winning the annual Ray Maki Memorial Award

Commodore John Mole and regular crew Ray Slee with their trophy for winning first place in the Club Championship



'Hanging Judge John' and 'Bailiff Barry' finished the night by hearing the evidence and pathetic defences for those charged for the annual (and much feared) *Mariners' Nightmare Award*.

Three guilty offenders fronted in the dock:

- **Tony Doolan** – for his efforts in tossing his mast overboard
- **Len Hatfield** – a triple contender for his not very graceful tumble off the foredeck; his grave error in attempting to start his boat at the wrong end of the line; and finally, for damaging his iron sail (outboard)
- **John Mole** – for leaving his boat keys at home; and for leaving weed on his keel during last year's Q2G Race, then complaining about how slow his boat sailed all day!

It was a very tough and hotly contested deliberation before the 'Old Bailey', but eventually the jury decided Len Hatfield was the most deserving of the three miscreants. Keel hauled, then a lick of the Cat'O'Nine! Justice served!

John Mole, GTYC Commodore



'Hanging Judge John' presiding over his court



The bemused 'gallery' looks on at what can only be described as a third-rate Gilbert and Sullivan operetta



The 'usual suspects' assemble before 'the Beak' to have their charges read and sentences proclaimed: 'Guilty, as charged!'

GTYC 2012-13 Presentation Night Awards

Friday, 23 August 2013

Club Racing Awards (detailed results can be viewed on *Sailres*):

Short Series: Club Handicap	First	John Mole
	Equal second	Bruce Ewen / Glen Kewish
Short Series: CBH	First	John Mole
	Second	Glen Kewish
	Third	Bruce Ewen
Summer Series: Club Handicap	First	Chris Hancock
	Equal second	Bruce Ewen / Glen Kewish / John Mole
Summer Series: CBH	First	John Mole
	Second	Bruce Ewen
	Equal third	Chris Hancock / Glen Kewish
Winter Series: Club Handicap	First	Glen Kewish
	Second	John Mole
	Third	Terry Fraser
Winter Series: CBH	First	John Mole
	Second	Glen Kewish
	Third	Terry Fraser
Club Championship:	First	John Mole
	Second	Glen Kewish
	Third	Bruce Ewen
Other Awards:	Ray Maki Award:	Paul Graham
	Clubman of the Year	Bob Balding
	Certificate of Appreciation	Helen Bohling
	Mariners' Nightmare Award	Len Hatfield

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GTYC 2012-13 Presentation Night Awards

Friday, 23 August 2013

Commodore John Mole presents Paul Graham with a trophy for winning the annual Ray Maki Memorial Award



Commodore John Mole presents Chris Hancock with a trophy for his first place in the Summer Series: Club Handicap

Commodore John Mole presents Len Hatfield with a trophy for 'winning' the annual Marriners' Nightmare Award



Winter Series Race 4

Sunday, 7 July 2013

Race morning began in complete contrast to the previous day, when dark squalls screeched across the bay at over 30 knots, cancelling all club racing – even for the brave and foolhardy.

By comparison, this Sunday brought just a light breeze of 4 knots from the N-NE and a gentle swell to match, with generally sunny conditions until the early afternoon. For mid-winter, you could not have asked for a more pleasant day on the water, though a touch more wind would have got the spinnakers really flying!

Despite the pleasant conditions, just three boats fronted for Division 2: *Dream On*, *Vintage Red*, and the impressively presented Clubman 8 named *Octopussy* (no doubt a James Bond fan).

With the breeze steady in the NE, we laid a course starting just off the groyne, heading first for CB6.

The division flag fell at 11.05 with Glen and Colin in *Dream On* making a dream start on a close starboard tack, to just round the barging buoy off *Even Keel* about five seconds after the final hooter sounded. John Mole and Ray Slee slid past about 40 seconds later aboard *Vintage Red* on a late port tack, followed by Rob Hulme and crew aboard *Octopussy* about 1 minute 40 seconds behind the start.

That order prevailed for the whole of the race, which ran for just over two and a half hours. CB6 seemed a lot further out than all of us remembered, but no – it had not drifted into the outer harbour!

Dream On was first round this windward mark, and the first to raise a spinnaker for a sly reach south across the channel to CB2. *Vintage Red* was next around CB6 about three minutes later, then *Octopussy* glided round two minutes after that.

In the fickle wind, the lead two boats struggled to keep their spinnakers aloft, and gave up in the end as they crossed the Hopetoun Channel on their approach to CB2.

Once round that wing mark though, the breeze was more favourable, and *Dream On* tightened up its blue and white kite for the run toward what was supposed to be the leeward extreme of the course: the West Cardinal Mark (WCM), just off Cunningham Pier.

Vintage Red slowed on its leg toward CB2 and came round a full 10 minutes behind *Dream On*, followed by *Octopussy* a good 30 minutes behind the race leader.

Halfway from CB2 to the WCM, the wind died altogether, and the bay turned into a glassy pool with only a few light ripples here and there to tempt the desperate. The three boats all hit patches of no wind, with *Vintage Red* seeming to stall a few times as it approached Limeburners.



Crew Ray Slee on the foredeck readies the kite for possible action as skipper John Mole gingerly edges *Vintage Red* around CB6

As it turned out, this was literally the calm before the storm (well, wind at least). As *Dream On* reached the mid-way point to the WCM, the wind swung around about 100 degrees and freshened, to now come in from the W/SW at 10-15 knots. The heavy dark clouds rolling in from the west also indicated some 'fun' times ahead for competitors.

All three boats caught the new wind at much the same time and made good use of it to lift themselves out of the doldrums and round the WCM, then begin a tight port reach north to the finish line, set just off the groyne at St Helens.

The wind continued to strengthen, so that by the time *Dream On* crossed the finish line at 1.40pm, the wind strength at Corio 9 was around 20 knots, with gusts up to 25 knots.

Vintage Red was not far behind, though suffered a slight delay with an unexpected tack to finally pass the finish line just three and half minutes behind *Dream On*.

Amazingly, *Octopussy* came in less than two minutes later: a great feat for a boat that at one stage was half an hour behind the leader!

The final results after handicaps were applied saw *Dream On* win barely two and half minutes ahead of *Vintage Red*, with *Octopussy* about 18 minutes behind.

Congratulations to Glen and Colin (and many thanks for assisting with cleaning and stowing *Even Keel* after the race too).

All up, a great day's racing, with challenging but rewarding conditions for all. And as I keep telling anyone who will listen: 'A bad day on the water is still far better than a good day in the office!'

Geoff and James Russell

Officers of the Day

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Winter Series Race 6 Sunday 4 August 2013

As the wind was blowing from the west, the course chosen was to sail from St Helens to CB2, which was a spinnaker run. Then a reach down to CB6, and a beat back to St Helens, twice round.

The weather was overcast with a wind strength of about 15 knots. It was decided it would be a short windward start, with the first division starting at 11 am, and the second division starting 20 minutes later.

This is the order they went over the start line.

1st Division : *Peccadillo, Charisma, and Laros*

2nd Division : *Dream On and Vintage Red*


At the finish the fleet crossed the line in the following order: *Peccadillo, Vintage Red, Dream On, Charisma and Laros.*

It was a good race, with all boats finishing within just 15 minutes of each other.

Chris Hancock and Mike Allden

Officers of the Day

Assisted by Andrew Cerisuolo & Andrew Friars



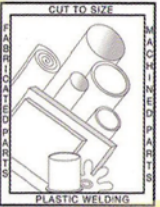
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Complying with the new Associations Incorporation Reform Act 2012

The new *Associations Incorporation Reform Act 2012*, introduced in November 2012, included changes that required that our club also change our rules to maintain compliance.

So Mike Allden (our retired Public Officer) and John Mole analysed the changes to see what changes were required, and the results are as follows.

The new Act changes the title of the Club officer who completes our annual return to the Department of Fair Trading, from 'Public Officer' to 'Secretary'. We already have a Committee member called 'Secretary', so we have had to change that person's title to something else.

(If there is anyone in the club who can explain why such a change is imperative, our committee would be most appreciative!)

Nevertheless, our club now needed a 'Secretary' to do the return, and a second person with a different title to take the minutes. The Committee decided that the title, 'Minutes Secretary' would serve us best, so it revised our Rules accordingly.

In addition, in some places our Rules refer to clause numbers in the old Act, and to the Act itself. All these have also had to be updated to the new clause numbers and the new Act.

Following approval by members at the Special General Meeting, the Committee has sent our revised Rules, a form, and the requisite fee to the relevant department for approval, after which they will officially come into effect.

Clear as mud?

John Mole and Mike Allden

A long walk in Spain!

It's fair to say that apart from editing *Even Keel*, I have not been all that visible about the club in recent months. But as I'll explain, there's a good reason for this.

About a year ago I gave in to the constant nagging of a dear old friend, and agreed to join him on a very long walk across Spain. The long walk is called '*El Camino de Santiago*', or '*The Way of St James*'. It's a pilgrim walk that dates back over a thousand years. It also starts at many different points across Europe, but for us it will commence at a tiny French village in the Pyrenees called St Jean Pied-de-Port.

From there, it involves walking south up and over the said Pyrenees to cross the border back into Spain. Then we trek west along the northern Basque Country for about 750 kilometres, until we reach Santiago de Compostela in the north-west pocket of Spain. That's about the distance from Frankston to Adelaide, and at an average of 25km per day (or about 4-5 hours walking per day).

We should do the walk in about 35 days, with a few rest days here and there. We may also divert to Bilbao en route to visit the famous Guggenheim Museum. After the walk, we'll have two further weeks to generally 'bum around' the rest of Spain and Portugal, using Eurail passes we've already bought here.

This long walk is a 60th birthday 'bucket list' wish for my mate Kerry, but just an adventure for me that sounded too good to pass up, especially as I had some long service leave to burn. Neither of us are religious, but hanging out with fellow 'pilgrims' for five weeks might stir us up!

My wife Penny just thinks we're both crazy, but has been good enough to humour a couple of (nearly) old farts as they prepare to satisfy yet another mid-life crisis.

Ages ago, I thought that if I was going to do this walk, I'd need to prepare as best I could. That's meant learning some basic Spanish (what a wonderful language), getting kitted up in all the right hiking gear (especially a good pair of lightweight boots), and doing plenty of walking. So most weekends over the past six months we've been trudging around the Barwon River or Corio Bay (stopping by the occasional pub or coffee house along the way).

More recently, we've been catching the train to Little River then walking to the You Yangs to hike around the base, up to the peak, then back to Little River or Lara for a train home. That's a round trip of about 22km, carrying a 10kg backpack each. Suffice to say, this has left little time for sailing (or any other GTYC activity apart from editing *EK*, and organising sponsors for the Q2G Race 2013).

However, I have managed to fit in three great sails in the winter series with RGYC, filling in for an ill skipper on his 27ft S80 keeled, *Urgence*. That's been a wonderful experience, with up to five aboard and some challenging weather these past few months.

I'm now looking forward though to getting my own boat back on the water for summer, once I return from Spain in November (and fix some further hull damage caused by a dodgy roller). I'll post a trip report and some photos from '*The Way*' in the summer edition of *EK*. Until then, adios amigos!

Geoff Russell

Trekking to the top of Flinders Peak at the You Yangs most weekends has been a regular activity for your humble Editor!



What's Jim flying now?

Well, what a transition it's been going from sailing to gliding in the past six months, and from a 2-D to 3-D way of thinking.

The Geelong Gliding Club started on the Belmont Common in 1929 and closed during the Second World War; then, after the war, it re-stabilised at Bacchus Marsh Airport, where it remains today. And now I'm a member there!

There are over 80 gliders based there, with many owned in syndicates of two to six people.

The club owns six gliders that are used for its training program. All training by the club's instructors is free, but each aerial tow costs about \$30, and it costs 40 cents a minute while you're airborne to cover the cost of maintenance.

There is also a winch tow that operates at least once a month, and costs \$10 a go. The winch sits about 1.5 kilometres at the other end of the runway, and can pull a glider up to 2,500 feet in just over a minute. Then you hit the release lever, and you're flying.

The club has about 80 members; some from Geelong district, others from Melbourne and surrounds. The Victorian Motorless Gliding Club also uses these facilities.

The clubhouse is extremely well set-up with accommodation available for \$15 a night including toilets, showers, conference room, large meeting area complete with large screen TV and all video facilities, an extremely well organised kitchen, and well set-up bar.

Last school holidays in June I took my caravan up there, plugged into the power and stayed for a full week, making at least two flights each day. The mornings were cold but each day got up to 15 degrees or more.

I usually travel up each weekend for at least one day, weather permitting.

So far, I have clocked up some 35 flights; the longest being 51 minutes in the air.

Last weekend I had a great flight, where I could have stayed up on a wave (created by wind coming over the mountain range) for well over an hour or so. But there were others waiting to go for a flight while the wave was still there, so we had to come down from 4,000 feet and land, much to my disappointment. But that's just what can happen sometimes.

Within the next three months I should be at solo level, which gives you an 'A rating' licence. From that point, you can progress to 'B' and 'C' levels, accomplished by the hours of experience you clock in the air. And from there you can advance to instructor level if you want.

Over the past two months we have had a large number of Air Force cadets training in gliders, and a few of the group learning in powered planes that operate from the other side of the airstrip.

It's all fairly 'hands on' too, for each time you take a glider out of the hanger you must perform a 'Form 1' on it: checking every aspect of the glider for safety. This takes about $\frac{3}{4}$ of an hour. Then every 12 months each glider must undergo a 'Form 2', which means it is stripped down and completely checked throughout, then signed off by the airworthiness inspector.

Secondhand gliders range in price from \$15,000 up to top of the range performers at around \$160,000. And I thought boating was expensive! I might not buy one for quite a while!!!!

Regards to all back at the GTYC,

Jim Bland





The Queenscliff *to* Geelong *Race*



10.30am, Sunday 3 November 2013



A challenging long-passage race from Queenscliff to St Helen's Marina (Geelong), organised by the *Geelong Trailable Yacht Club*, with trophies and sponsors' prizes awarded for several divisions. Enjoy a BBQ dinner and stay overnight at Geelong, ready for a leisurely cruise back to Queenscliff.

Download the **NOR** at www.gtyc.com.au or phone the GTYC on 0422 131 582 or email secretary@gtyc.com.au



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2013-14 Season Opening Weekend For Trailable Yachts - Melbourne Docklands Saturday 19 & Sunday 20 October 2013



Yachting Victoria's Trailable Yacht Division with support from Clubs and Associations is coordinating a weekend to celebrate the opening of the 2013-14 sailing season and promote trailable yacht sailing to the broader public, in a 'Discover Sailing' day. What do I need to do to join in the event?

1. Book your berth for Sat night. ** Click on: [Melbourne City Marina Bookings](#) or telephone 9658 8738
2. Contact [your club or association event coordinator](#) to book seats for the Saturday night dinner
3. Pick and choose whatever interests you, family and friends and come by land or by sea for a day, a night or the whole weekend!

What's on	
Friday 19 Oct	**For those with time on their hands, option for Friday night at Docklands with the special offer of 2 nights for the price of one deal. Join your club / association for its Friday night dinner / activity.
Saturday 20 Oct	Launch at St Kilda Marina, Warmies or other locations and sail to Docklands, in the company of your fellow sailors.
Morning	Free time for whatever you need to do or sailing up to Docklands.
1300 – 1700hrs	Join the arranged activities at nearby sites or join your Club or Association for their planned event.
1700hrs	"Happy – hour" on the dock
1900hrs	Dinner at James Squire Brewhouse – Bookings via your Club / Association event coordinator. "Cruising Helmsman" Bob Couper Memorial Nautical Trivia Quiz 
Sunday 21 Oct 1000 – 1600hrs	Discover Sailing – Trailable Yachts – Promotion and 'demo' day for associations and clubs to promote trailable yachts to the general public, including on-water static displays and 'discover sailing' activities.

Further Information: YV Trailable Division website: <http://www.trailableyacht.com.au/> or [your club / association](#).

Geelong Trailable Yacht Club Inc. 2012 - 2013 Calendar						
					Revision - Prelim 3	Date 21/08/2012
Month	Date	Event	Time	Location	OOD	
OCT 2012	Sun 7th	Short Series - Race 1	10.00am	St Helens	Kevin O'Neill & Doug Gadd	
		Seniors Sailing Afternoon	01.30pm	St Helens	Kevin O'Neill & Doug Gadd	
	Sun 21st	Short Series - Race 2	10.00am	St Helens	Dennis McDowell & Bob Balding	
		Summer Series - Race 1	01.30pm	St Helens	Dennis McDowell & Bob Balding	
	Sat 27th	Queenscliff to Geelong - Div 1 - Div 2	10.00am 10.15am	Queenscliff Queenscliff	Mike Allden Mike Allden	
NOV 2012	Sun 4th	Open Day - Sailpast - Barbeque - Sternchaser	11.00am 12.00pm 02.00pm	St Helens St Helens St Helens	Not required Not required TBA - Club Captain	
	Sun 18th	Short Series - Race 3	10.00am	St Helens	Paul Graham & Paul Webster	
		Summer Series - Race 2	01.30pm	St Helens	Paul Graham & Paul Webster	
	Sat 1st	Arthur The Great Race - Div 1 - Div 2	10.00am 10.30am	St Helens St Helens	TBA - Club Captain TBA - Club Captain	
	Sat 8th	Christmas Party	06.30pm	TBA	Not required	
DEC 2012	Sun 9th	Try Sailing Day	01.30pm	St Helens	Not required	
	Sun 16th	Short Series - Race 4	10.00am	St Helens	Geoff Russell & James Russell	
		Summer Series - Race 3	01.30pm	St Helens	Geoff Russell & James Russell	
	Sun 30th	Christmas Cruise	TBA	TBA	Not required	
		Geelong Week - Regatta		Corio Bay	Not required	
JAN 2013	Sat 26th	Try Sailing Day	01.30pm	St Helens	Not required	
	Sat 26th	Fireworks Cruise	07.30pm	St Helens	Not required	
	Sun 3rd	Short Series - Race 5	10.00am	St Helens	Glen Kewish & Colin Onley	
		Summer Series - Race 4	01.30pm	St Helens	Glen Kewish & Colin Onley	
	Sat 16th	Fun Day / Trivia Night	TBA	TBA	Not required	
FEB 2013	Sun 17th	Short Series - Race 6	10.00am	St Helens	Chris Hancock & Ken Friars	
		Summer Series - Race 5	01.30pm	St Helens	Chris Hancock & Ken Friars	
	Sat 23rd	Ultimate Yachting Association Regatta	TBA TBA	St Helens St Helens	TBA - Club Captain TBA - Club Captain	
	Sun 3rd	Short Series - Race 7	10.00am	St Helens	Terry Fraser	
		Summer Series - Race 6	01.30pm	St Helens	Terry Fraser	
MAR 2013	Sat 9-11th	Marley Point Race	TBA	Lake Wellington	Not required	
	Sat 9-11th	Autumn Cruise	TBA	TBA	Not required	
	Sat 16th	Steamboat Cup - Div 1	10.00am	St Helens	TBA - Club Captain	
		Steamboat Cup - Div 2	10.30am	St Helens	TBA - Club Captain	
	Fri 29 - 31	Easter Cruise	TBA	TBA	Not required	
APRIL 2013	Sun 7th	Summer Series - Race 7	11.00am	St Helens	John Mole	
	Sat 20th	Try Sailing Day	01.30pm	St Helens	Not required	
	Sun 21st	Summer Series - Race 8	11.00am	St Helens	Barry Palich	
	Thurs 25th	Anzac Day - BBQ	Noon	TBA	Not required	
MAY 2013	Sun 5th	Summer Series - Race 9	10.00am	St Helens	Bruce Ewan	
	Sun 19th	Winter Series - Race 1	11.00am	St Helens	Kevin O'Neill & Doug Gadd	
	Sun 2nd	Winter Series - Race 2	11.00am	St Helens	Dennis McDowell & Bob Balding	
	Sat 8 - 11	Winter Cruise	TBA	TBA	Not required	
	Sun 16th	Winter Series - Race 3	11.00am	St Helens	Paul Graham & Paul Webster	
JUNE 2013	Sat 22nd	Club Dinner	07.00pm	TBA	Not required	
	Sun 7th	Winter Series - Race 4	11.00am	St Helens	Geoff Russell & James Russell	
	Sun 21st	Winter Series - Race 5	11.00am	St Helens	Glen Kewish & Colin Onley	
	Sun 4th	Winter Series - Race 6	11.00am	St Helens	Chris Hancock & Ken Friars	
	Sun 18th	Winter Series - Race 7	11.00am	St Helens	Terry Fraser	
AUG 2013	Fri 23rd	Annual General Meeting	07.00pm	TBA	Not required	
Month	Date	Event	Time	Location	OOD	
SEPT 2013	Sun 1st	Winter Series - Race 8	11.00am	St Helens	John Mole	
	Sat 14th	Cluster Cup - Division 1	10.00am	St Helens	TBA - Club Captain	
		- Division 2	10.30am	St Helens	TBA - Club Captain	

