



# Even Keel

The quarterly newsletter of the Geelong Trailable Yacht Club Inc.



Step Aboard and Tarquin battle it out in light autumn conditions during the GTYC's 2012 Steamboat Cup

## ***Inside:***

Commodore's Report  
An Easter gale on the Lakes  
GTYC Race Results  
Just Cruising ... Westernport Bay  
The Steamboat Cup and Marlay Pt  
Jim's 'epic' coastal saga (Part 2)  
Book Review ... and more!

**Winter 2012**

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

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The editor welcomes all articles and photographs contributed by members. Content for the spring edition of *Even Keel* should be with the editor by 10 August 2012. Please send copy in Word format and images in TIFF or JPEG formats.

**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 Corner

Ahoy all!

I'm sure I'm not the only one who is somewhat frustrated to have beautiful days through the week, only to have wild and windy weather on the weekends. Oh to be retired! However there's been some good sailing over the past few months. A number of races have been held with good numbers of sailors having great competition, including a challenging Steamboat Cup. More about this later on in Even Keel.

As I noted in the last Even Keel, the committee recently organised a planning day so that our resources can be placed into areas we feel are important to develop the club. We believe we need to focus on a greater social involvement, as well as continually developing the racing on cruising programs.

With this in mind, we're busy planning the stage four general meetings per year, as well as social events, to try and encourage our non-sailing family members to participate and add to the enjoyment and fellowship of being together.

We're planning our first general meeting in early June and would love all members and anyone else with an interest in our club to be part of it.

There are some exciting developments underway with regard to the future of the clubhouse which we would be keen to share with you, as well as putting together a great presentation on safety gear. So please keep an eye on the GTYC website for more information!

Another really important area we noted at our planning day was the need to further promote sailing, and in particular our club, across the Geelong community. This is vital not only for attracting potential new members, but also to raise our profile with our city councillors and politicians, as we'll soon be asking them to use money from the wider Geelong community to pay for our part of the future clubhouse.

I'm really pleased to say then that we put this into action and on Sunday 6th May, when we staged our second 'Try Sailing' day for the year. It was a great success! We had really good numbers of people who seemed very interested in sailing participate, including four families.

My special thanks goes to Paul Webster and his partner Jennifer Jenkinson

for all their hard work, and to everyone else who was involved in welcoming our visitors, organising the BBQ, and of course those who had their yachts available to take our visitors out on the water. You may even have seen our event presented in the *Geelong News* as we made the front page!

It's efforts like this by our club that's helping to



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make sailing accessible to the general public, and which generates the goodwill we'll need to have when we start asking for public money from the City of Geelong.

Our next 'Try Sailing' day will be in October – November when the weather is warmer, perhaps as part of our Open Day weekend. If you haven't participated in one of these days yet, I would strongly encourage you to make a date to do it next time. Not only will you be helping your club towards our longer-term goal of gaining a clubhouse, you'll also get the immediate 'warm glow' that comes when as the people you've taken out on your boat thank you so much for the experience.

I'd like to finish with an update on cruising. As was also noted in the last Even Keel, Rae-Ellen and I made a 'fleet of one' and had a great time sailing around Westernport Bay over the Easter break. I know that Westernport Bay has challenges, such as significant tides and some shallow areas that make planning vital. Add to this the strong winds and overcast skies, and perhaps it wasn't surprising that not too many people wanted to join us!

But never fear: we just got a three-day 'taste' of Westernport Bay, and while it wasn't the easiest sailing I've ever done (and it certainly wasn't like cruising Port Phillip Bay or Lake Macquarie), I'll certainly be back there within the next 12 months.

There are so many things that make this venue attractive, especially as it's only one and a half hours away. It also has so many areas to explore and help test and improve your navigation, weather, tide and berthing experience. We simply don't get that combination of challenges in Port Phillip Bay. You can read more about our experiences further on in this edition of Even Keel.

Our next cruise will be over the Queen's Birthday long weekend of June 9, 10 and 11. We're planning a two-part experience:



first, on Saturday, we plan to launch from the Werribee River, sail over to Royal Brighton for lunch, then sail north to enter the Yarra, before motor-sailing to Docklands where we'll berth overnight.



*Melbourne CBD at night, viewed from the casual berthing marina at Docklands. Just a few minutes walk from restaurants and bars, Etihad Stadium and a short tram ride downtown, this has got to be the capital's best overnight venue!*

Part two will involve a leisurely motor cruise (with mast down) up the Yarra River from Docklands, passing through the heart of the city, and stopping at many interesting places along the way. We'll overnight at Collingwood Children's Farm at Yarra Bend before heading back downstream to Docklands for a late morning tea. Again, make sure you regularly check the GTYC website for more details.

Finally: if you're getting the impression that things are happening in our club, you're right! So my final plea is for everyone to make sure you're part of YOUR club, and join in the many different things that are on offer.

I wish you fair winds and smooth seas!

Paul Graham, Commodore, GTYC

# GTYC Racing Results – Winter Series Race 1

The first race of the 2012 GTYC Winter Series began in fine conditions on Sunday 15 April, with a 5 knot breeze from the NE. The race started at 11.10am.

From St Helens the course ran to a laid mark 350 metres in a NE direction, which was left to port.

Then on to CB1, with the boats rounding this mark to starboard in the following order: Five O’Clock Somewhere after 35.34; Vintage Red at 37.53; Gone With the Wind at 41.21; Pecalillo at 42.44 and OhLaLa at 50.48.

After the boats rounded this mark the wind swung to the east and picked up to about 9 knots.

The next mark was CB2 near Point Henry, again to be rounded to starboard. The order at this point was Five O’Clock Somewhere at 59.04; Vintage Red at 1.00.38; Dream On at 1.02.09; Gone With the Wind at 1.04.58; and Pecalillo at 1.12.43; with OhLaLa at the rear.

As the fleet rounded this mark, Five O’Clock Somewhere continued to move away under a full spinnaker, as the rest of the fleet fell into a hole and scarcely moved, their kites failing to fill.

All boats experienced many wind changes and the conditions were very difficult, with skippers trying to keep their boats moving. The wind again changed, this time to the west, just as the boats rounded the West Cardinal mark.

Then, with just 300 metres to the finish, the mast snapped on Five O’Clock Somewhere. The rescue boat rushed to her aid to find there were no injuries and all was under control as the crew recovered the broken mast and sails.

The other boats continued, and in a very close finish Dream On crossed just 24 seconds ahead of Vintage Red, then Gone With the Wind and Pecalillo.

The elapsed race times were:

Dream On	2.12.17
Vintage Red	2.12.41
Gone With the Wind	2.21.30
Pecalillo	2.35.33
Five O’Clock Somewhere	DNF
OhLaLa	DNF

The OOD was Barry Palich, assisted by Jim Bland in Even Keel.



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## GTYC Racing Results – Winter Series Race 2

The race on Sunday 6 May started in a steady breeze of about 12 knots in the SW-W, with predicted light winds later. Even Keel was on station ready to start the fleet at the official starting time, but as there was only one yacht in the area, the race was delayed by 10 minutes.

With three boats in Division 1 and three in Division 2, the latter division started at the official time.

Once off the line, Peccadillo showed the benefit of being on time and well prepared to lead off Division 1 at good speed.

By the time the fleet had completed the short beat to windward and rounded the first buoy, Peccadillo had carved out a nice lead. Terry Fraser and his crew sailed on to show a clear transom to the entire fleet to lead all (including the Division 2 boats) at the end of the first triangle. However, in a failing breeze, the bigger boats soon wrested the lead off him.

In the second division Glen Kewish in Dream On, and the crew on Gone With the Wind skippered by Andrew Friars, were neck and neck all around the course. Meanwhile, the new Farr 740 Sports, sailed by Brian Harrison and his willing team, struggled in the dying breeze to keep up.

The final results after just over 2.5 hours sailing time were:

### Division 1:

Peccadillo - 1st on Club and VYC

(with no 2nd or 3rd place finishers - as Seawind and Charisma were both DNF)

### Division 2:

Gone With the Wind - 1st on Club, 2nd on VYC

Dream On - 1st on VYC, 2nd on Club

Farrical - 3rd on both VYC and Club

Bruce Ewen - OOD

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# How SailRes works out your personal handicap for GTYC Racing (using Winter Series Race 2)

GYTC webmaster Paul Webster uses the results from Race 2 in the Winter Series to explain the handicapping system under the club's recently purchased software, *SailRes*.

## Race 2 wind SW 10Knots

6 May 2012

Fleet, Personal handicap results

Place	Sail#	Name	Class	Crew	Yardstick	Elapsed time	Yardstick time	Handicap	Handicap time	Adj	Score	BCH	New HC
1	64	Peccadillo	Boomerang 20 DK	Terry Fraser	0.640	2:42:17	1:43:52	0.983	1:42:06		1	1.034	1.009
2	G109	Gone With The Wind	Masrm 720	Andrew Friars	0.770	2:25:49	1:52:17	0.940	1:45:33		2	1.000	0.970
3	92	Dream On	Castle 650	Glenn Kewish	0.725	2:28:30	1:47:40	1.003	1:47:59		3	0.977	0.990
4	369	SlartiBartFarst	Farr 740 Sports	Brian Harrison	0.755	2:46:54	2:06:01	1.000	2:06:01		4	0.838	0.919
5	SS79	Sea Wind	Sonata 6	Chris Conroy	0.630	DNF		0.890			8	0.000	0.890
6	40	Five O'Clock Somewhere	Sonata 6.7 MkII (5oclk Swhere)	Bruce Ewen	0.760	OCS		0.961			8	0.000	0.961
7	B84	Charisma	Boomerang 20 DK	Andrew Croxon	0.640	DNF		0.943			8	0.000	0.943

Your personal handicap is based on selection of the 30% boat in the fleet. In Race 2 above, "Gone with the wind" is the standard boat – a back calculated handicap (BCH) of "1".

**Standard Boat = 30% boat** in the fleet (in a 9 boat fleet the 3<sup>rd</sup> placed boat on handicap)

**Standard Boat Handicap Time - SBHT**

**Boat Handicap Time - BHT**

**Back Calculated Handicap - BCH**

$$BCH = \frac{SBHT}{BHT} \quad \text{New Handicap} = \frac{(BCH + \text{current Handicap})}{2}$$

Example: Peccadillo

$$BCH = \frac{1:45:33}{1:42:06} \Rightarrow BCH = \frac{105.55}{102.1} \Rightarrow 1.034$$

$$\text{New Handicap} = \frac{(1.034 + 0.983)}{2} \Rightarrow 1.009 \text{ (rounded up)}$$

**For Officer of the Day:**

Prior to race day you will need to printout a copy of the previous race showing current Personal handicaps.

Entrants with no personal handicap are given a handicap of "1". (this is effectively the boat's CBH)

**Handicap Results:**

Handicap Time = Yardstick Time X handicap

BCH and new handicaps will be resolved when results entered into SailRes.



## GTYC Racing Results – Winter Series Race 3

The third race of the GTYC 2012 Winter Series was sailed on Sunday 20 May. The day was cool and the westerly wind light. Officers of the day were Doug Gadd and Kevin O'Neill under the guiding hand of Club Captain Mike Alden.

A triangular course was set with an opening beat to St Helens followed by a shy reach to CB 3, then a spinnaker run to CB2 and a beat back to the St. Helens mark. Two laps of the course were the instructions of the day with all marks left to starboard.

In division I, Peccadillo and Charisma saluted the start boat with Song Bird a late withdrawal due to gear failure. A broken gooseneck fitting to the boom ended Chris Conroy's race ambitions but not his day. Chris hoisted the headsail and sailed the first triangle as part of his dose of Vitamin Sea.

Both division boats were late for the start with Peccadillo across the line first establishing a 19 second lead over Charisma. Pecca-

dillo was first to hoist spinnaker on the shy reach of the leg to CB 3 and Charisma soon followed suit.

Division II boats were keen for the start with Dream On and Vintage Red over the line at the same time. Farrcical crossed 20 seconds later. Vintage Red tacked immediately, which was the correct decision as she was the first around the St. Helens mark, establishing a five second lead. Farrcical, a blue hulled Farr 740 Sport, was knocked early on and lost significant ground to the Castle 650 and Noelx 25.

The OODs parked Even Keel near the St Helens mark and waited for the boats to complete the first lap of the course.

Peccadillo had worked her way clear to a three minute 30 second lead over Charisma. Peccadillo was to hold this lead in Division II and not be headed for the rest of the race.

Division II leader Dream On had picked up five minutes on the first boats and held a four minute lead over Farrcical at the St. Helens mark. Farrcical and Vintage Red were having a close tussle with only 26 seconds between boats.



*Vintage Red and Farrcical jockey for starting position in Race 3 of the GTYC Winter Series*



The Division II race became an arm wrestle after rounding the clubhouse mark. Flying a massive spinnaker Farrical cut Dream On's lead from four minutes to two minutes at the rounding of CB 3 and took the lead half way up the run to CB 2.

Farrical decided on safety first and doused their spinnaker 150 metres from the CB 3 buoy just as Dream On holding on to their kite and looking for a late drop, caught a puff and powered up to the mark rounding just 15 seconds behind the blue Farr 740 Sport.

Farrical headed off towards Royal Geelong Yacht Club while Dream On tacked quickly and headed up the centre of the course. With

the wind dropping significantly this was a winning move by Dream On, picking up five minutes on the final leg.

Peccadillo held on to take the flag with a seven-minute lead over Dream On with Farrical third over the line. Charisma was fourth and Vintage Red sailing one up and keeping the spinnaker in the bag brought up the rear in the fading wind.

All boats finished within 32 minutes and, allowing for the 19 minute head start given to the two smaller boats, the results on elapsed times was just on 12 minutes.

OOD Kevin O'Neill



*Farrical and Dream On round the CB2 mark on their final lap to the line*

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# Proposed OOD Roster

Greetings all!

I include below the newly revised OOD roster that we are now working to every second Sunday for racing. It's intended that this list of names will cycle through from top to bottom, then back to the top again to resume in the same order.

We'll add new names to the list as they become part of our regular racing fraternity. Others member, including me, may take on the OOD duties for the major or open events.

The list should be self-regulating, and it will be the responsibility of anyone not available for their rostered day to organise a swap with the next person on the list who is available.

Please note that names listed against the calendar will be subject to frequent change up or down. I will also display this list in large

print on the wall in the rotunda. Everyone will then be able to see who is next in line for the next race.

It would be good practise if an OOD on a particular day, noticing that the next OOD on the list is not present, give him a reminder call.

You may notice that in some instances there is a doubling of OODs. This is because some do not have regular crew who can help, or they may be unfamiliar with race proceedings and will initially require help.

If any singularly listed person requires to be listed as a double, or if there are any members racing who are not on the list, please let me know.

So please peruse the list (which at this stage is proposed), and after all available names and changes to any doubling requirements have been made, we can put it into practice.

Many thanks and happy sailing!

Mike Allden, GTYC Club Captain, 52456505

## Proposed Officer of the Day Roster for GTYC Club Racing

Sunday 20 May	Kevin O'Neill (52612823) and Doug Gadd (52811467)
Sunday 3 June	Dennis McDowell (52531322) and Bob Balding (52828154)
Sunday 17 June	Paul Graham (52416604) and Paul Webster (97412567)
Sunday 1 July	Geoff Russell (52442193) and Jim Bland (52770207)
Sunday 15 July	Glen Kewish (52661138) and TBA
Sunday 5 August	Chris Hancock (52436878) and Ken Friars (52752993)
Sunday 19 August	Jim Bland (52770207) and Geoff Russell (52442193)
Sunday 2 September	Terry Fraser (52651049) and TBA
Sunday 16 September	John Mole (52431109) and TBA
Sunday 30 September	Barry Palich (52786408) and TBA
Sunday 14 October	Bruce Ewan (93983866) and TBA

### Please note:

A log book for the rescue boat Even Keel has been added to the OOD bag. Please ensure you fill it in every time the boat is used (by following the format on the first page or two). This information will be used to log any faults or difficulties during operation, and enable your committee to act on any problems reported.

# An Easter gale on the Gippsland Lakes ...

*Club Secretary Barry Palich and wife Leeanne thought they'd get some peace and quiet on the Lakes over Easter. But it was far from tranquil ...*

This year Leeanne and I again ventured down to the Gippsland Lakes for Easter, where we have a 32 foot timber (NZ Cowrie) motor cruiser moored. Originally built in the 1930s, *Albany* has recently had a make over and can comfortably accommodate four people, or six at a pinch.

To avoid the traffic, we left Geelong at 3.20am on Good Friday morning, had a great run and avoided the 'Monash carpark'. Once at the Lakes, we loaded our gear on board and headed across to Steamer Landing. A number of boats were already there, but we were able to get a spot on the west side of the landing. After securing our lines we then had a very pleasant day wandering the Ninety Mile Beach.

Before leaving our berth in Paynesville, we checked with Blue Water Marine for an up to date forecast; they advised us of a late afternoon change with up to 40 knots coming in from the west. We were happy with our mooring, as a westerly would hold us nicely off the landing. Later, chatting with our fellow boaties, we thought that 40 knots seemed unlikely as it was such a mild day, with just a slight easterly breeze coming in.

Late afternoon came and went, the evening meal was done and dusted, so what else was there to do but head off to bed for a good night's sleep? But it was not to be!

It hit us at 11.00pm almost on the dot, and it came through with the roar of a freight train:

loud enough to wake everyone at the landing. It probably started at 40 knots, but quickly rose to far more; it's hard to know when it's blowing so hard. We again checked our lines, as with a 6 tonne boat you don't want anything to let go.

Hire boats are a feature of the Gippsland Lakes, but taking on a 40 foot yacht or a 5 to 6 tonne motor cruiser without any experience, and receiving a 2 hour briefing on how to operate it, is hardly adequate to prepare anyone for gale force winds, whether you're under way or tied to a jetty.

Such was the case on the late evening of Easter Friday, when the unfortunate skipper on a yacht moored near us didn't realise that not only do you have to cleat the furler, but secure it as well. So when the blast came in, his headsail unfurled about two thirds of its length, then jammed and flapped with a sound equal to that freight train we heard earlier on! In the pitch-black darkness the crew on board that vessel was unable to do anything but let it flap.

By this time all boats were pitching and rolling in the more than metre high waves. At 1:00am the next morning there were more people on the landing than there were at 1:00pm the day before, all hurriedly adding extra lines to their boats.

Then the forward bollard on another yacht let go and it swung out wide, held only by a solitary stern line. It took six of us to swing

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*Barry and Lee Palich's 32ft MV Albany, moored at Paynesville. This vintage motor-cruiser is built from New Zealand Cowrie timber, and was constructed in the 1930s by the Dutton family, Richmond.*

the boat back alongside the jetty and jury rig some new bow lines to hold her. We lent out all the ropes we weren't using to help secure any boat that needed them. Did I mention it was teaming rain as well through all this?

Sleep was certainly out of the question because of the howling wind, the constant thumping of the waves, and the moaning of our taunt lines. A number of people went ashore with sleeping bags, but I don't think they got much sleep either.

At daybreak there was no drop-off in wind strength, and just to the west of the landing a Bulls' cruiser had been blown onto the beach and was listing badly. Its crew appeared to be OK but there was many a phone call for assistance.

In the meantime, the hire company crew arrived to unfurl the twisted and now torn headsail of the 40 foot yacht; they did a great job in freeing it, sliding the sail down the furler and re hoisting it in the still gale force winds. Certainly a lesson for the skipper!

We were then in for a very interesting and entertaining morning. The Bulls' cruiser staff and then 'the boss' endeavoured to drag their stricken hire vessel off the beach and back into deep water. But try as they might, they couldn't budge it.

So after breaking the tow rope (that sounded like a shotgun going off), they tossed a bundle of rope over the back of the grounded boat, only for it to wrap itself around the prop of the rescue vessel!

The 'boss man' was not pleased, as he had to then don his swimmers and, with mask and snorkel, dive under the stern and cut the rope free. Suffice to say, the water was just a tad chilly!

The hire cruiser was finally freed after its rescuers secured a rope to the bow of the boat, then tipped it over to break the hull's suction with the muddy shore. They were then able to pull it free, accompanied by the cheers of the gathered audience.

The wind abated late on Saturday afternoon, and by nightfall all was quiet again. By the following morning the water was calm as we slowly motored back to Paynesville.

Easter is always a very busy time for the Lakes district and there are many boats on the water. We hope that everyone who ventured down there survived what turned out to be some very nasty weather.

Barry Palich,

Skipper, MV ALBANY

## Steamboat Cup: 12 May 2012

Due to a forecast of very strong winds with showers and possible hail in the Outer Harbour, we selected Course 2 for this race, which kept the fleet inside Corio Bay.

The single handed division (E) started at 10.00am with only two boats at the line: Laros (Ultimate 18) and No Name (Sorcerer). Consequently, we declared a no race for that division, but counted those boats in the double handed division instead.

This division (F) started at 10.10am with five boats at the line. Running Free (Noelix 25) was first over the line followed by Step Aboard (Sabre 22), Tarquin (Hartley 18), Hairy Legs (Spider 24) and Slartiblastfarrst (Farr 740).

The 10 knot westerly at the start time steadily built to 20 knots during the course of the race. At the North Channel Pile, No Name was ahead, but then made a tactical error by sailing on to also take in the second pile. This error allowed Laros into the lead, followed by

Running Free, Slarti (shortened), Hairy Legs, Tarquin and Step Aboard.

The next leg to CB2 crossed the Hopetoun Channel, where some shipping interrupted play by cutting through the fleet. The worst affected was Slarti and Hairy Legs, who both had to give way.

From CB2 to Smorgy's it was a beat in a good 20 knots of breeze and a reach to the finish. First over was Running Free nearly 10 minutes ahead of Slarti, then Hairy Legs, Tarquin, No Name, Laros and Step Aboard.

The highlight of the day came during pre-race manoeuvres when a playful dolphin began scratching its belly on the hull of Running Free. The dolphin was looking up at the crew as they stared down overboard in amazement. It also continued rubbing down the rudder blade, and was last spotted heading over to Laros to mill around beneath her.

First on club handicap was Running Free, with Tarquin second and Slartiblastfarrst in third place. Congratulations to all competitors!

Steamboat Cup OODs: Mike Alden, Chris Hancock and Andrew Cerasuolo.



*Skipper Paul Webster and crew Barry Palich prepare Step-Aboard for the race ahead.*





*Laros, Hairy Legs and No Name ready their sails on deceptively calm early water*



*Tarquin, Step-Aboard and Slartiblastfarrst just launching at St Helens Marina*



*Running Free dares to run a very shy spinnaker on the course to the North Channel Pile*





*Rounding the start mark, Step-Aboard and Tarquin set off for the North Channel Pile*



*In freshening winds approaching 20 knots, the fleet stayed fairly tight for much of the course.*



*Question: How many angry 'hoots' did these boats get as they crossed Hopetoun Channel?*

# The Famous Marley Point Overnight Race

*Barry Thompson reports on the Marley Point overnight race, staged on Saturday 10 and Sunday 11 March on the Gippsland Lakes ...*

Saturday started early at 6.30am at Seymour for me, and for Tony Doolan at Ocean Grove. Tony is the new owner of Down Under: a Noalex 25.

We had arranged to meet at Melbourne where one car was left and we travelled together to Marley Point. After briefing, the race started on time in the fading light of a threatening sky. The wind was about 10 knots from the SE, with the word from the pre-race weatherman that it would ease and go to the west overnight.

For those of you who have been on the start line at Marlay, you would know that with some 150 boats all wanting the best start the line gets busy. Tony attacked the line in the center and crossed it (as far as I could make out) about five seconds after the gun, or right on the gun.

As we sailed across Lake Wellington the last of the daylight faded. We were left in a world of darkness dotted with red, green and white

navigation lights. There appeared to be more colored ones than white ones.

The wind shifts, sometimes up to 30 degrees, demanded constant attention on the helm and on the sheets. With the wind easing, we arrived at the McLennan Straits Leeds.

We estimated the floods feeding into the lakes system gave us about 1 knot flow, pushing us up the straits. The wind seemed to drop out, but I think there was some wind up higher across the tree tops.

A few boats were 'parked' on the sides, and may even have been aground. Keeping our boat in the middle using small rudder movements seemed to work for us.

As we got around the first bend in the straits, the wind came onto the bow. This required us to tack the rest of the way till we left the McLennan Straights.

The trees on the eastern bank were hard to see and judge their distance away, but we had a lot of company: some calling 'sea room' and 'starboard'; some losing steerage; and some seeming to have a secret personal breeze. But we all had the darkness!

We sailed past Holland's Landing and set course for Storm Point, then on to Point Turner with our boat speed ranging between 3 to 5 knots.



*A forest of masts as boats assemble at dusk before the start of the 2012 Marley Point ON Race*



At the rounding of the beacon at Point Turner the wind dropped out completely, and the flood run wanted to push us back onto the beacon that we had passed some metres earlier.

We deployed the anchor to avoid the shallows, and to give us a moment to plan an exit strategy. From there it was a 'find the breeze trick'. As we retrieved the anchor we seemed to find something, as did others, that had come up behind us.

The flood run did some funny things, like turning boats to face each other, and sweep groups of boats towards Duck Arm. We gradually drifted, or maybe willed our way, in the company of several Castles, towards the Paynesville Yacht Club finishing line.

Owing to the lack of wind the race was shortened, and the planned circuit of Raymond Island was dropped. Even so, it was a fantastic way to lose sleep: a really fun race.

And in case you are interested: Down Under came home in 17th line position and 14th on CBH, with an elapsed time of 13.03 hours.

Barry Thompson

## For your calendar:

The annual *GTYC Presentation Night Dinner* will be held on Friday 27 July at 7.30pm.

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## Just Cruising ... Westernport Bay

*Club Commodore Paul Graham and wife Rae-Allen spent their Easter break cruising the fascinating but very challenging waters of Westernport Bay; here is their photo essay ...*

Anyone who's ever sailed Westernport Bay knows that catching the tide is a pretty important part of planning an enjoyable sail. So what better way to start the trip than with a flat car battery on Good Friday morning?

After a few choice words and some help from the RACV, we got the Discovery going and headed off at 9:30am – only an hour after originally planned!

Finding a safe place to store the car and trailer is also important. So, with the Hastings marina full up at Easter, we opted to launch *Amazing Grace* at Yaringa: a privately run marina on the Melbourne side of Hastings.

Yaringa is run with military precision and has great facilities; however, you have to work to the management's timetable and expectations.

We were shown where to mast up, and after a lot of advice from an old Westernport sailor, we launched without difficulty and motored down their long narrow channel to Watson's Inlet. The trick here is to watch out for the cross tide and not get too close to the edge. It really is very narrow!

With the weather overcast, and high winds predicted for the afternoon and evening, we were glad to get sailing with a reefed main, heading south to Hastings' marina with a 15 knot wind from the NNE and the tide running with us. Great sailing! The wind continued to build to 25 knots, so with the headsail now also reefed, we kept a keen watch for the start of the Hastings' channel that loops around and wends its way into Hastings' marina and the public harbour.

Just as we had turned into the wind and pulled down our sails, we noticed the Coast Guard towing a motor boat entering the channel. Good timing! We happily followed them in and got ourselves into the marina's visitors berth by 2pm. The marina had room for the night which was great, because that Friday night a storm passed through with 50 knot winds, pelting rain, thunder, and lightning. Not a good night to be out!





*Across the marina, my brother-in-law had his 53 foot cutter, Chimere, moored. On Easter Saturday he had a dozen visitors come down for a day-sail to Sandy Point for lunch. We thought we'd sail alongside, as it was on the way to Rhyil where we intended to spend the night. Saturday morning dawned overcast, but thankfully dry.*



*By 10am we were ready to sail, going out with the tide again, and with the wind tending northerly off the port beam. We averaged a very respectable 7 knots. It's amazing the sights you see in Western-port Bay, such as a retired submarine off Crib Point.*





*By the time we reached Sandy Point the wind had swung round to the ESE, so while Chimere dropped anchor in the open we tucked ourselves in on the beach. After our beach anchors pulled out of the sand a couple of times, we tied ourselves to the 'Restricted Zone' sign. As a side note, we had tried to raft-up to Chimere, but with the swell getting bigger as the wind turned southerly, we were concerned at our mast getting caught in Chimere's rigging.*



*After lunch we went for a walk around the point to check out the conditions on the south side, which by now had the wind coming from Bass Strait in the SW and was whipping up quite choppy waves as the tide ran out. This 'tide against the wind' effect is apparently one of the common challenges sailing on Westernport (and not so much a problem sailing in our neck of the woods around Corio Bay). After a brief interlude for afternoon tea and merriment with everyone aboard Chimere, we decided to sail off toward Rhyll for the night. Boat-to-boat transfer in a rubber dinghy with a very unreliable motor was interesting in choppy half-metre waves!*





*We got sailing again, and on a broad reach across to Philip Island we took about two hours (at an average speed of 6 knots) to reach Rhyll light: marking the entrance to the channel. As we motored toward the jetty we were welcomed by a young fur seal that swam around our boat, popping his head up at intervals and looking hopeful. We tied up to the inside of the jetty, and as each boat came in to the ramp the seal would welcome them and sometimes be rewarded with leftover bait and fish scraps. All this in spite of signage asking the public not to feed him. At one time he was so keen he jumped right up onto the jetty next to our boat. It was pretty hard to stay the legal distance away from wildlife when they practically jump into your lap!*



*When it comes to sailing in Westernport Bay, all the experts agree that you 'sail with the tide', and our next day's adventure would put this to the test. We had decided to return to Yaringa by sailing around the east side of French Island, so we spent the evening planning our assault. With low tide at 7am and high tide at 2pm, we needed to get away by about 8am to run north with the tide. With the wind in the NW, the sail up East Arm was on a broad reach, and going with the tide we were averaging 8 knots. Passing Schnapper Rock, we experienced an interesting phenomenon of bubbling and swirling water, locally known as the 'pot boil'. As the large body of water from the south is squeezed through the narrow East Arm, the tide runs under the surface, forcing the bubbling oxygen to the surface. Quite eerie!*



*As planned, we reached Stockyard Point a couple of hours ahead of high tide so we could have lunch and anchor in the shelter of the point, while we waited to cross the hump at high tide. The wind had picked up to about 20 knots but still from the NW, so we were pointing as we made the 315 degrees heading, suggested by our old friend at Yaringa. The wind being against the tide stood the waves up sharply, making the shallow water even moreso. With headsail up as well as a reefed main we were overpowered, but without it we struggled to make way through the waves. As we had a time limit to our trip, we motor-sailed and reached the safety of Boulton Chanel before the tide turned.*



*As we turned west to round the top of French Island so did the wind, so once again we had the wind on our nose and found the best progress was by tacking back and forth across the channel, as we headed west to Yaringa. Despite still being motor-assisted, this leg seemed to be the longest; also, have you ever noticed how time slows down when you're tired? So it was with great relief that at about 5pm we saw the entrance to Yaringa, after a long day's sailing. With Easter Monday's forecast of rain and high winds, we spent a quiet night at Yaringa. Then early next morning we pulled her out of the water and de-masted in the pouring rain. We travelled home to Geelong as the wind and rain slowly worsened, but with good memories from the experience and the definite feeling that we'll be back again. Paul Graham, Skipper, Amazing Grace*



# Brisbane to Geelong

## An epic yacht transfer ...

*In the last Even Keel, club member Jim Bland recounted his adventures aboard the yacht Shenokee, sailing from Brisbane to Geelong in January 2010. Jim and his crew mates made it to Bermagui, on the NSW south coast, just before the weather turned nasty with five metre seas and gale force winds in Bass Strait.*

We're all a little annoyed that we've struck such shocking weather during our voyage down south. Lee and Steve have gone for a walk around some of the very large boats in the Bermagui harbour, just to relieve some of their frustration.

One of the 2010 Sydney to Hobart Yacht Race entrants, Tow Truck, is in a pen here, where it's been for the last couple of days now. A crew of three have been hired by its skipper to return the boat to Sydney after it had 10 crew sail it to Hobart, winning its division.

Lee and Steve returned to our boat around 9pm for a cup of tea and a biscuit, before retiring for the evening. The next morning, Sunday, some of us are up by 8.30am for a quick visit to the showers.

The wind has gone round to the south-east, but we're still not sure how strong it is, as we're sheltered by the nearby hill-tops. Lee and Steve are still dozing; meanwhile, there are a number of fishermen up at the local co-op having a coffee and talking about what fishermen do! Looks like they won't be heading out for a couple of days either! I don't know what the day ahead has in store, so I think a cup of tea could be the go! Tomorrow though, Monday, is decision day! We either continue sailing, or we ditch the boat here and head home via public transport.

Sunday evening 7.30pm: just had fish and chips for dinner. Rang fellow GTYC club member Terry Fraser in Geelong, and he said it was blowing 30 knots there and not a good forecast for the next few days. Strangely, it's calm here at Bermagui at present, so we're still looking for a window to at least get to

Lakes Entrance. But who knows what will happen at present, especially with gale force winds on the way.

To lighten the pressure of not sailing anywhere very fast, a seal called 'Fatso' appeared in the harbour, dining on some small fish that was discarded off one of the local fishing boats. He entertained us onlookers for half an hour or so, and was then joined by a very large stingray that also gracefully swam about the local piers. That night we also heard the news about the earthquake in Haiti, and the plight of the people there sounds devastating.



*Fishing boats return to shelter at Bermagui*

Monday morning dawned dull and grey after heavy rain and thunderstorms during the night. We again looked at forecasts for the days ahead; yes, it had changed again since the previous evening, with gale warnings now current along the east coast today.

So that afternoon we were still sitting on the boat again, drinking cups of tea, reading, chatting and listening to the 30 knot wind as it swung from the south-west to a more westerly direction.

Steve began cooking dinner: alfredo pasta, a tin of mushrooms and a tin of tuna (dolphin free, of course). We all had a few reservations, given the distance to the toilet block and only two toilets! However, we survived.

The next morning, Tuesday at 8.00am, we're bummin around again: filling-up the boat with water and diesel, then off to the supermarket for a top-up of provisions. On the way back we dropped into the bakery for a pie at lunchtime, then back to the boat. Later, we





*The 'patient' crew aboard the Shenokee*

caught up with Rocco (a worker at the Co-Op who's a really lively character). He gave us a box of ice, and we soon packed all the provisions in it as the fridge was not operating. So we used a fair bit of ice during the voyage.

The rest of that night we cooked dinner and cleaned up the cabin, again looking at the weather forecasts and all the updates. We finally decided that tomorrow morning we would make a break for it!

We were invited over for drinks and nibbles to another yacht that arrived before us, where we enjoyed a long chat with the owners, Phil and Barb Bragg from Hobart, about their adventures up and down the East coast. They were a very interesting couple, having been away from home for over four months sailing a steel 40 foot yacht that Phil's father had built some 30-plus years ago. It was a very comfortable set-up!

Wednesday dawned, and by 8.30am we were again looking at updated forecasts. Then we had showers and a clean-up, and waited for a decision to leave Bermagui. When it finally came, we slipped our mooring and set-sail: at last down the coast towards Eden and Gabo Island. We did not want to be caught in 20-30 knots on the nose and get bashed to death in gaining 2-3 knots of boat speed, but at long last the gale warning was dropped for Bass Strait!

Leaving Bermagui at 10.00am and arriving at Eden at 4.20pm, we hung off a mooring for about an hour or so whilst having a bite to eat: pizza subs that were a little over-heated in the oven. Another yacht arrived that we had seen previously down the coast; it hung

off our stern until we were ready to move on. The wind around Gabo Island was abating in 4-5 hours, and that was about the time it would take to travel that distance, so we set off.

We sailed some two hours past Gabo Island to ensure we missed the shoals that are best to avoid! Then at last we started heading in a westerly direction, aware that we might have had to shelter in at Lakes Entrance as a last resort if the weather turned foul again. En route we passed through a lot of smoke haze off Mallacoota; they were either burning off or fighting a bushfire somewhere near by!

We sailed for two days and two nights before reaching Refuge Cove, and during the long journey across the 'Paddock' we avoided many pieces of floating wood: some quite large (about 4x4 inches square and 6-8 foot in length). The oil wells dotted through Bass Strait were spectacular during the night. We also spotted a number of fishing markers that were difficult to identify, but not much else happened apart from the usual three hour shifts and sailing via the stars when the clouds were kind enough to clear.



*One of many oil rigs in Bass Strait*

Arriving at Refuge Cove at 11.30am Friday 22nd, we found a very secluded and picturesque place for a stopover. We anchored there until the very large front came through overnight and into the next day; it blew over 50 knots! There were about six fishing boats rafted up near the beautiful sandy beach and three other yachts in the area.

Another yacht came into the cove that had made it almost all the way to Westernport, then turned back to return to the cove totally

exhausted. They sailed with only a jib at over 14 knots, and now slept all day to recover from their ordeal.

We were aiming to arrive at the Rip at 8.00am on Saturday, but that did not happen as the front was a lot deeper than we anticipated.

It's now 1.00am Saturday and the gale force wind is still up there. Lee and I were up during the night for about an hour or so watching boats swinging everywhere. One very large cruiser dragged her anchors and was within 20 metres of our boat before she was moved to another location in the Cove. The other guys on our boat slept through it all!

It's now 12.30pm and still blowing strongly and causing us grief: trying to make a decision whether to move on to the last leg of our passage. Now, communication on any medium within the Cove was down, which made it even more difficult to decide on a plan.

On trying to start the motor, we discovered we had flat batteries. But we managed to do some adaptation, and with some transplanting and interconnection we got it started. What a relief!

We eventually decided to take off at 5.00am the next morning, and the wind eventually abated. So at 8.00pm we made a break for it. I contacted one of the crew's families on the phone on exiting the Cove (where we had reception), as they would have been concerned about their whereabouts.

As we approached the tip of Wilson's Promontory and its famous lighthouse we had at least 20 dolphins riding on either side of our boat for some 20 minutes or so. It was quite spectacular!

At this point we were in large swells and waves: the aftermath of the high winds we experienced over the last days. We managed to negotiate through the islands at the bottom tip of Wilson's Promontory, past Skull Rock and on course to the Rip at last. It was a good time as there was a brilliant, star-covered sky.

We had a large cruise ship approach us on the port side, still some 2 nautical miles

away, moving very quickly. We heard him call the Queenscliffe pilots (*The Princess Dawn*) as he disappeared in the large swells.



One of several 'close encounters' at the Rip

A little later on we had a large cruiser coming towards us, only seeing his port light. So we diverted to our port until his starboard light was visible, then came back onto our set course, sailing by a bright star ahead. We were trying to arrive at the Rip when it was flooding (around 11.00am) but we knew we would be there at about 3.00pm due to our current speed.

It's now about lunchtime and I think all of us can see the familiar coastline and some notable points of interest. Soup is on the go as it was easy to make and sip in the persistent swell.

As we approached the Rip there was a large cargo ship 'parked' there, waiting for a pilot boat to arrive for guidance in. As well, the *Princess of Tasmania* was also on its approach to the Bay. We were well ahead, lined up the starboard side of the entrance, and proceeded through the deep troughs that exist during the Rip's flood period.

We then sailed along the West Channel where we experienced at least 3 knots of tide. We rode that to Portarlinton and continued on to Geelong. Once safely home, we moored our boat in its new pen at the RGYC, much to the relief of the crew and the welcoming party that was anxiously waiting there for us.

It had indeed been an epic voyage!

Jim Bland

## Book Review

**Fix It and Sail** – *everything you need to know to buy and restore a small sailboat on a shoestring*

by Brian Gilbert

208 pages, International Marine/  
McGraw-Hill, USA, 2006

In the last edition of *Even Keel* I reviewed Brian Gilbert's excellent *The Complete Trailer Sailor Handbook*. This time I'm looking at his earlier book, *Fix It and Sail*, which takes a more basic and cost-effective approach to buying and maintaining a trailer-sailer.

In his early twenties, Gilbert owned and lived aboard a Catalina 27 fixed keeler, somewhere on the US east coast. But when he decided to go back to study for his Master's Degree, he was reluctantly forced to sell his boat (and give up his idyllic bachelor life afloat) in exchange for some easy money to pay his uni fees.

Fast forward to early 2000, when he's now married with a baby and a mortgage, no spare cash, yet still with a hankering to own some sort of yacht – any yacht! The most he can commit to is US\$4000, so he sets out to see what sort of 'fixer-upper' he can buy and restore within his budget.

After a bit of a hunt (which he documents well for others setting out to buy their first boat), Gilbert stumbles across a 1972 Venture 222 in a 'terrible condition, having been basically abandoned in the woods for five years'.

Indeed, it was a wreck: its fibreglass deck and hull were covered in moss and had holes that allowed rainwater to leak into the cabin; its outboard was only good for scrap; its rigging was all but destroyed by rust; and the trailer was barely road worthy enough for the short haul home. But Gilbert got it at the right price: US\$500 delivered to his house (on a shonky trailer)!

Over the next three years, Gilbert spent a total of 392 hours and US\$3,787.67 using his



wide range of practical skills to slowly return his sad old girl back into a very neat little beauty. He began by washing the boat completely – but this merely revealed how much work lay ahead of him! The serious work began with him stripping out every internal fitting – particularly the rusted rats' nest of wiring, the moldy and rotten wooden cabin-work, and the delaminating inner hull glass work.

Gilbert gave the hull and deck a similar strip back, before re-glassing and strengthening large otherwise spongy areas of deck, filling in two hull windows originally cut in the wrong place, sanding off and repainting the entire hull gel coat, and disassembling and refitting the mast and rigging with new SS wiring and fittings.

Throughout this tedious and often frustrating journey, Gilbert compiled some great working notes on each individual job. These notes, combined with a good range of photos and his clear sketches, make up the bulk of this book.



I particularly found the section on electrical wiring to be of great help in recently rewiring my own boat from scratch; I simply adapted Gilbert's wiring diagram and techniques for my own purposes and it all worked out fine.

Gilbert's easy to read writing style, step-by-step instructions, and tongue in cheek humour also appeals, as does his belief in tackling most jobs for yourself – partly for the fun, partly for the learning, and a bit part to save money he didn't have – rather than paying someone else do it for you!

Just like *The Complete Trailer Sailor Handbook*, *Fix it and Sail* is a book you will want to keep in the shed, ready to refer to whenever you have to 'fix something' on your boat – whether that be installing some new interior lights, bedding in some new deck fittings, or contemplating a fibreglass repair job after 'nudging' another boat on the start line.

Perhaps the best thing about both of Gilbert's books is that although they are written about his experiences working on trailer sailers in the US, the information is still very relevant to our boats here in Australia.


Info like this is pretty scarce these days – unless you are prepared to trawl through *Trailer Sailer Place* online, or 'pick the brains' of our more experienced club members.

You can probably buy *Fix it and Sail* at your local chandlers, but I bought mine online from the US for about \$35 delivered to the door. Well worth it at double the price!

Geoff Russell



*Brian Gilbert proudly takes his newly restored boat out for its maiden sail*



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## Endnote ...

Club Secretary Barry Palich thought the following article was so good he wanted to share it with other members. Enjoy the read, with kind permission of *Sails* (Feb/March 2012)!

I never met Ely, but he sounded like a pretty neat guy and I followed his career more from a distance. After WWII, he worked his way up to become president of the world's largest fabric companies, Burlington Industries. That's impressive, but it says a lot about the man when he chucked it all, moved to Southern California, and started a winery. I liked his style

It occurs to me that the International Sailing Federation should do for sailing what Callaway did for golf. There are 89 Rules of Sailing, and I think there should be an unofficial Rule 90: Have Fun.

The fact of the matter is that sometimes we get so bogged down in the details that we lose sight of the concept. The point of sailing, whether it's racing or cruising, is to get out on

even necessary – for the America's Cup, the Olympics or around-the-world races but, hey, leave it on the dock when you go out for a weekend regatta. For those who seem to have trouble differentiating between the America's Cup and a beer can series, it's definitely time to invoke Rule 90. And if they can't conform to Rule 90, then someone should tactfully suggest that they take their sailing elsewhere, because most sailors are devoted to upholding Rule 90.

### WAYS TO MEET RULE 90

Having a good stereo is a start, but you also need a bunch of either Sixties rock 'n roll or Jimmy Buffett tunes. Even those who claim to hate Jimmy Buffett always seem to loosen up after a few renditions of "Cheesburger in Paradise".

Don't sail with the same people all the time. Take a bunch of new friends sailing Saturday after the regatta and show them how great it can be on a balmy evening with a warm breeze and the sails ghostly against the stars overhead.

Make it a point to introduce the kids of your non-sailing friends to sailing. The ear-to-ear grins when they hold the tiller is worth the price of admission, and it's the very definition of Rule 90.

Chill out about everything. Yes, powerboat wakes are irritating and, yes we all secretly put the schooner captain on our short list of modern heroes when he fired a warning shotgun at a jetskier who was circling his boat like a gas-powered no-see-um. Let it all go. Take a deep breath, and exhale slowly. You're sailing. All is right with the world. Rule 90 is in effect.

That applies to those skippers who keep their crews hopping, even when just daysailing, constantly trimming everything in or out an inch or two. Trust me: no one ever died from a slightly luffing jib. Most of the time, it's just a temporary shift. If not, remember Rule 90 and before you make everyone put down their drinks and snacks to crank the sheet in a couple of inches, just head off a bit and fill the sail yourself.

So that's Rule 90. It's such a simple rule that it can't be misunderstood. Have Fun. It's what sailing is all about. I wouldn't be surprised if Ely Callaway is up there in the clouds right now, suggesting to someone that there really should be an Eleventh Commandment. Wherever you are Ely, thanks for reminding us to enjoy life. ⚓

# ELY AND THE RULES OF LIFE

ELY CALLAWAY PASSED AWAY A DECADE AGO BUT BEFORE YOU CAN ASK "WHO?" LET ME SAY THAT HE HAD NOTHING – AND EVERYTHING – TO DO WITH SAILING. IN FACT, I DON'T KNOW IF HE WAS EVER ABOARD A SAILBOAT BUT I BET HE WOULD HAVE LIKED IT A LOT. BY CHRIS CASWELL.

immediately.

An avid golfer, Callaway was both the founder and the driving force (no pun intended) behind Callaway Golf Company, which soon became the world's largest manufacturer of golf clubs. That's no small achievement of course but it was his attitude toward the sport of golf that should endear him to sailors.

In the golf rulebooks, there are 34 Rules. Callaway will always be remembered for creating unofficial Rule 35: Enjoy The Game.

He built his company on golf balls that went farther and golf clubs that hit harder and both, to this day, irk the golfing establishment. Many of his products are outlawed on the pro golf circuits but that never stopped him. He wanted the average duffer – the weekend golfer – to have more fun, and if that meant creating a golf club that allowed him to drive the ball farther down the fairway than golfing associations thought appropriate, then so be it. Callaway even named a line of his golf balls after his theory: Rule 35's.



the water, feel the wind on our faces, enjoy a dollop of spray, and bring along family and friends so they can enjoy it too. A great day on the water is marked by white sunglass stripes on your temples against the ruddy glow of your skin, tangles in your hair (for those of you with hair!) and a general feeling of euphoria.

Bills to be paid, lawns to be mowed, and all the other workaday "musts" drift away in your mind like the bubbles of your wake.

Racing has gotten pretty serious, winning has become all-important, and some skippers will go to any length to pick up the silverware. They import professional talent who may not actually touch the helm, but who certainly make it clear which way to go and how to trim the sails. They spend small (and large) fortunes on gear to give them that 'Nth' amount of speed edge, and they make the whole process of sailboat racing as 'un-fun' as possible. Protests are used as battering rams to hammer other skippers into submission, and the spirit of friendly competition becomes a laughable phrase when winning is the only goal worth achieving.

That attitude may be fine – perhaps



With more than 40 years as an award-winning boating journalist and as a former editor of both *Yachting* magazine and *Sea*, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.