



Even Keel

The quarterly newsletter of the Geelong Trailable Yacht Club Inc.



Club members Ray Slee and his partner Rita aboard their Ultimate 18 trailable Restless, enjoy a cruise about Corio Bay

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Winter 2013

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

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The editor welcomes relevant articles and photos from members and sponsors. Content for the spring edition of *Even Keel* should be with the editor by 16 August 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.

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Commodore's Locker

Greetings to all!

Winter is with us again, bringing days of moderate winds perfect for sailing, as was the case for Winter Series Race 1. Don't believe the Melbourne forecast – look at the Geelong wind forecast, often different and usually better. Make the most of it.

In Winter Series Race 1, Brendan Brown, with his Boomerang, Jaffa, remarkably showed a distant stern to all others to win decisively. Jaffa, as new, was acquired by Brendan after she had been in storage for some 30 years.

Our membership continues to climb. Our active sailing members now number 56, up 24 per cent compared with when we reorganised the way we do business almost four years ago. Added to that, our Social Members lift that number to 85. It's a spectacular rejuvenation.

To keep that going, we need to continue giving all our members opportunities for enjoyment of our unique activities and, of course, our jolly good company.

A significant by-product of the increasing membership, together with changes to the way we manage things, is that we have not had to increase our membership fees, in spite of inflation and consequent increases in costs. Appreciation is deserved by everyone who has contributed to this through introducing ways of operating which give better services at reduced cost. The forecast indicates, at this stage, that we will not need to increase fees for next year, but the final decision on our 2013-4 fees will be made at the June Committee meeting.

Work continues on a new clubhouse to be shared with the Geelong Coast Guard. Since last issue, a revised plan to address the cost issue has been developed. You can see the plan and a short article on this later in this issue of Even Keel.

The next step is to seek funding, so the sub-committee (comprising the Coast Guard's Peter Barrow and Glen Spokes, together with Paul Graham and me), assisted by Cr Eddie Kontelj, our local ward councillor, are putting together a presentation for our council and politicians to secure commitments to make it all happen.

The February Special General Meeting, called to consider our re-affiliation with Yachting Victoria/Yachting Australia at the reduced-cost category, voted in favour of that move – so GTYC is proceeding with its application for the 2013-4 financial year.

As mentioned at the SGM, members will not experience any increased membership cost as a result.

The Committee continues to work on the changes required to comply with Victoria's new Incorporated Associations legislation introduced last November. In addition, Mike Allden, who has been our Public Officer for many years, has requested retirement. Our thanks go to Mike for the work he has done over many years. Committee decisions on this are the subject of a short article later in Even Keel.

Finally, development work continues on Sailres and the Website. Sailres is almost at the stage where it gives us what we need to keep track of race results, and enough of us understand how it functions. There is some way to go before it can be relied on for the membership information currently kept on an Access database.

The website is a great asset for the club and credit goes to Jim Bland for researching, choosing and implementing it. Continued development of content is the on-going challenge.

Let me know if there is something you believe can improve our club and keep your eye on the program for what's coming up. As well as the regular winter club races, by the time you read this we will have completed a fabulous cruise up the Yarra over the Queen's Birthday long weekend, organised by Paul Graham. There is also the Club's winter social dinner on June 22.

In the meantime, good sailing!

John Mole

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**TRAILER
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GTYC Club Dinner

When: Saturday 22nd June 2013

**Where: Sailors Rest Restaurant
3 Moorabool Street, Geelong**

Time: 6.30pm for 7.00pm

**Come on all you sea-worn sailors and
landlubbers alike! Let's splice the main,
haul some canvas, and set a course down
to the Bay for a good old get together!**

**Catch up over a meal and some rumbos
on a cold winter's night, and hear some
'salty yarns' true and tall.**

**Bring some friends and have some fun.
Members and guests most welcome!**

**Please contact Jen Jenkinson on
9741 2567 to book.
Numbers required by Monday 17 June.**

**Quality a la carte menu!
For details visit the Sailor's Rest at:
www.sailorsrest.com.au/index2.php
Please bring cash for your bill!**

Summer Series Race 7 Sunday 7 April 2013

The day dawned with lovely weather but very little wind. At the briefing, the wind was light and variable but ripples were observed in the south east, so the start was delayed by 20 minutes.

The wind strengthened just a little but was still very light so a course was set from the start to a laid mark, then to a laid mark at CB5, then to CB6 and back to St Helens.

At the start, all the contenders were late because of the light conditions, with 5 O'Clock Somewhere first to cross a minute and 40 seconds after the hooter, followed 10 seconds later by Dream On.

A further 20 seconds and Gone With the Wind was on her way, but Charisma had some difficulty just getting moving.

It was a slow progression to the first mark, with Dream On having come to a dead stop for no apparent reason, while Charisma blithely cruised past. Some say a jelly fish conspired to push Dream On backward – she didn't even have enough way to turn.

Eventually the jelly fish thruster gybed and tacked Dream On to get her moving. Meanwhile, Charisma enjoyed her handy position.

5 O'Clock Somewhere was first to CB5 and held the lead at CB6 She was followed by Dream On, now revelling in the light conditions, having overtaken Gone With the Wind and Charisma.

That order continued to the finish.

The results were the same for both CBH and Club handicaps, with 5 O'Clock Somewhere first, Charisma second, Dream On third and Gone With the Wind fourth.

Congratulations to Bruce and crew.

OOD – John Mole



Summer Series Race 9

Sunday 5 May 2013

We delayed the start by an hour in the hope that Kevin would be able to fix his problem with the forestay on OOH La La. Apparently on the drive to St Helens he lost a vital component that secures the forestay to the deck.

The race eventually started around 11:30am (unfortunately without OOH La La), and the wind by now was coming from the SE at about 10 knots, gusting to 15 knots.

The course was set starting at St Helens, heading to CB3, then on to CB2 and back to St Helens, sailing around twice with all buoys to port. The start saw Vintage Red across the line first on a starboard tack with Impulse in hot pursuit, and Beaujolais crossing in third place on port tack, well clear of the other two starters.

On reaching CB3, Vintage Red was first to round the mark with Beaujolais in close second and less than a boat length between them. The race was on for the reach across to CB2, with Impulse

still in the game only a short distance behind the two leaders. The rounding of CB2 saw Vintage Red extend its lead by more than two boat lengths. Then rounding CB3, Vintage Red managed to gain a small advantage with an early spinnaker set leaving Beaujolais in her wake.

Impulse was trying to hang in there, but her speed compared to that of the two Noelex 25's on the shy reach was no match.

Back to St Helens saw Vintage Red and Beaujolais still hanging in. Impulse was sailing her own race and on the spinnaker drop she was having an issue with one of her forward halyards, and the self-furling genoa causing Owen some frustration for a few hundred meters.

Following this, and with the wind chill increasing, we decided to head for the comfort of the rotunda to watch the race from there.

Vintage Red was holding off Beaujolais and finished the race 3 minutes in front of Beaujolais who was approximately 25 minutes in front of Impulse.

OOD Shaun Buckner



Gippsland Lakes: a cruise with a difference

In mid April we took "Dynamic Duo" and a mixed crew to the Lakes for a week of sailing and exploring. The crew consisted of me, my wife, my sister and our grandson Jack.

As the crew was mixed and the women are only fair weather sailors, we booked accommodation at the Beacon Point Resort. Beacon Point is on the north side of Lake Victoria SW of Paynesville. The resort is probably 4 star, it is a bit of an animal sanctuary and it has its own jetty for the use of guests.

Prior to departure I had to swap utes with my son in-law as mine did not have enough seats and his is a 4 door. That meant no connection for the electric winch but as we only had to pull the boat out once to come home it seemed a reasonable option.

We arrived late in the afternoon after having a long lunch with some relations in Trafalgar. On arrival we found the accommodation to be most satisfactory, so we proceeded to unpack and have the traditional relaxing ale.

The next morning we put the boat in the water at the nearby boat ramp and motored around to the private jetty.

We had the luckiest week exploring Lake Victoria that you could imagine. Every day the temperature was in the low to mid twenties and the wind was either from the north or the south at around 8 to 12 knots. Therefore all the sailing was a reach of some sort, very comfortable for the women and very easy on the crew.

My grandson Jack (10) really enjoyed himself as forward hand, navigator and general dog's body. We sailed for about 6 hrs each day in what can only be described as perfect conditions.

The last day before our departure was probably the most exciting.

During the week, as the boat was off the trailer, I found time to do some trailer maintenance. For some time a number of the rollers on the trailer had been rusted in position and did not perfectly fit the shape of the hull. I freed all of the rollers so they could move freely to position themselves correctly against the hull.

Late in the day we decided to get the boat back on the trailer ready to leave the next morning.



All of the rollers were pretty much hanging vertical on the trailer. As I did not have an electric winch I decided to back the trailer into the water further than I usually do so the boat would float up further, therefore less hand winding. Big mistake!

The boat had obviously floated right over the rear rollers and when I pulled it out one of the rear rollers was still vertical with the boat sitting up on top. Nasty! So back in the water again to float it off and start again.

You could not see the rollers from above the water so it was down to jocks and a tee shirt to walk down beside the boat to feel where the rollers were. I put the offending roller horizontal and then pulled the trailer out a bit. The roller had once again gone vertical so a repeat of the same exercise.

After moving the trailer three times a little bit each time the roller was finally resting correctly against the hull. Then it came out as it was supposed to with all the rollers resting neatly against the hull. Job well done.

What I did not realise while I was going in and out of the car to move the trailer a little bit at a time, I had completely soaked the driver's seat in water. Luckily the seat dried out overnight with the window open. The trip home was largely uneventful.

The moral of the story – Don't lend me your car to go away!

Doug Gadd

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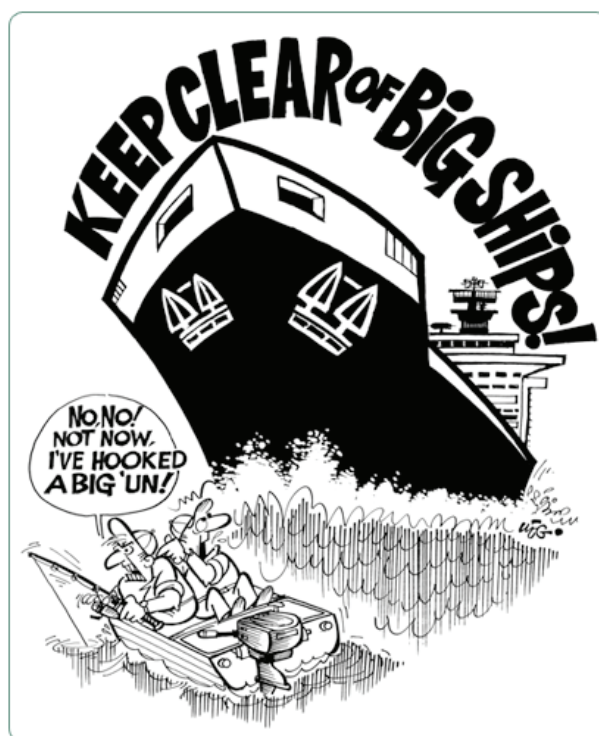
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Overheat on Even Keel

During operation of Even Keel 4, some OOD's may occasionally experience an overheat alarm, together with rough running and slowing of the engine to about 2200 rpm.

Don't panic – this is the motor protecting itself from overheat damage when water flow is impeded for some reason.

Built into the motor electronics is a "limp home" feature which, when the cooling water inlet (above and in front of the propeller) is obstructed, such that normal temperature cannot be maintained, the motor:

- Sounds the overheat alarm
- Disables cylinders randomly to slow the speed to about 2200 rpm


What you need to do is:

- close the throttle and turn off the ignition as soon as it is safe to do so
- raise the motor and check for weed etc at the water inlet and clear it if necessary.

Usually, nothing is found because whatever impeded the water flow (weed, jellies, etc) falls off when the motor stops.

- Lower the motor and re-start.


John Mole and Chris Hancock



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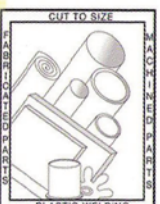
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Associations Incorporation Reform Act 2012

In the Autumn edition of *Even Keel*, I mentioned a new Victorian Act introduced last November.

The new Act (full title above) regulates every incorporated association, including the GTYC.

Our Public Officer, for many years Mike All-den, was charged with making sure our Club complied with the requirements of the Act; in particular, the submission of an audited annual report with the prescribed form and fee, to the relevant government department, within a specific time after our AGM.

Among other things, the new Act dictates that the person we used to call the "Public Officer" must now be called the "Secretary".

Also, the new Act allows an existing Office Bearer of the Committee to be the "Secretary", and suggests that the title of the person traditionally known as the Secretary be changed to avoid confusion.

Don't ask the obvious question.

Therefore, the Committee has decided that I (John Mole) should be the "Secretary" (as well as Commodore), and that the previous Secretary position will be called the "Club Secretary", to differentiate the two positions.

Our Rules do not currently allow a committee member to hold more than one position, so we shall have to submit our revised Rules, together with the relevant fee. The consequent changes to the Club Rules will be the subject of a bulletin in the near future.

That's clear now, isn't it?

John Mole



Clubhouse progress ...

In the Autumn Edition of Even Keel, I mentioned that the estimated cost of our proposed shared clubhouse was excessive. The Clubhouse sub-committee has consequently been working on a revised plan for a smaller building.

This new design would still be more than twice the size of what exists now for both the Geelong Coast Guard and the GTYC, and still enjoy the amenity of proximity to the ramp, jetties and trailer park plus a delightful, dust-free northerly aspect.

On the new plan below, note that the existing public toilets, shown at the left, remain.

GTYC will share the new building with the Coast Guard to mutual benefit.

The sharing arrangements will be controlled by a Memorandum of Understanding modelled on the Safety Beach Yacht Club and Coast Guard, which operate a similar but larger establishment.

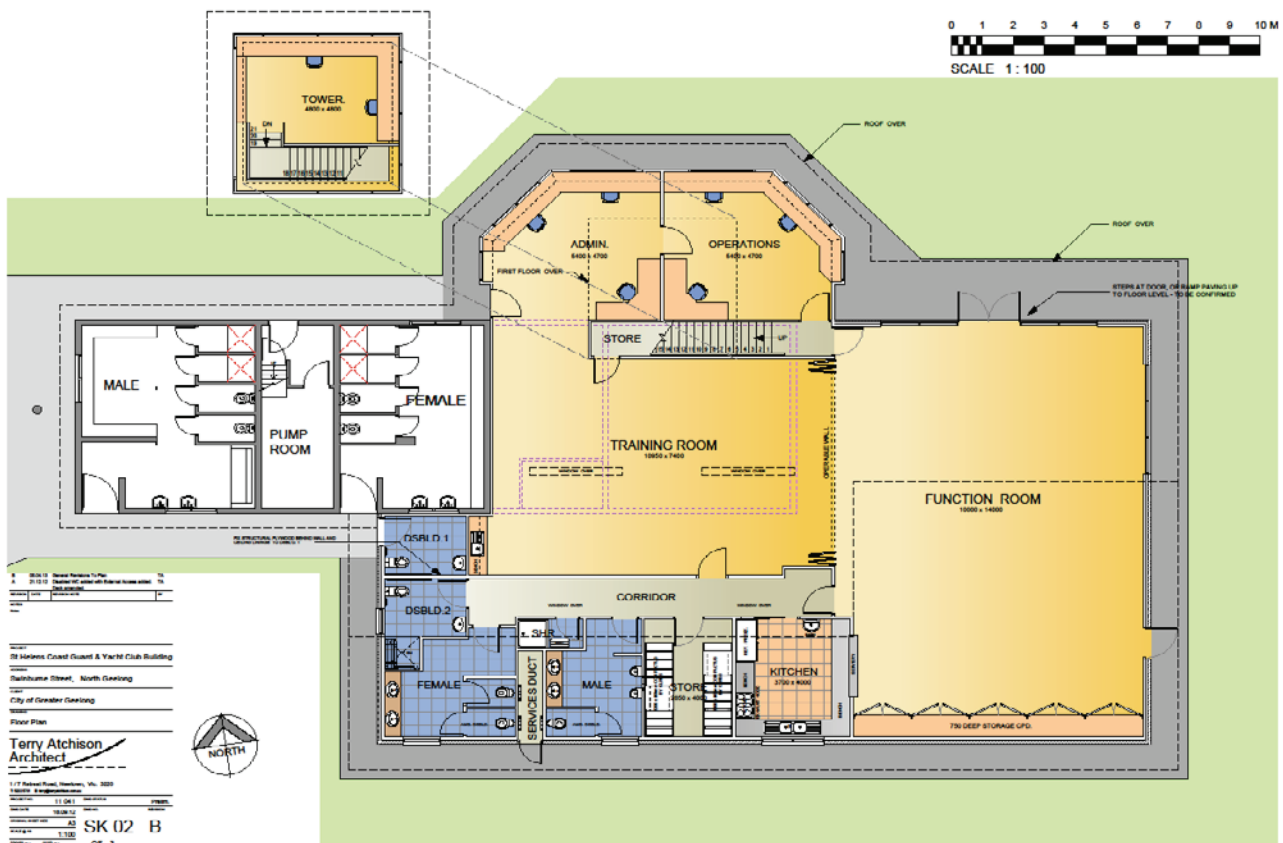
In May, the new plan was formally accepted by Coast Guard, GTYC and the City of Greater Geelong, so it is now ready to proceed to the next step, which is to secure grants for the one million dollars it is estimated to cost.

I'll keep you posted!

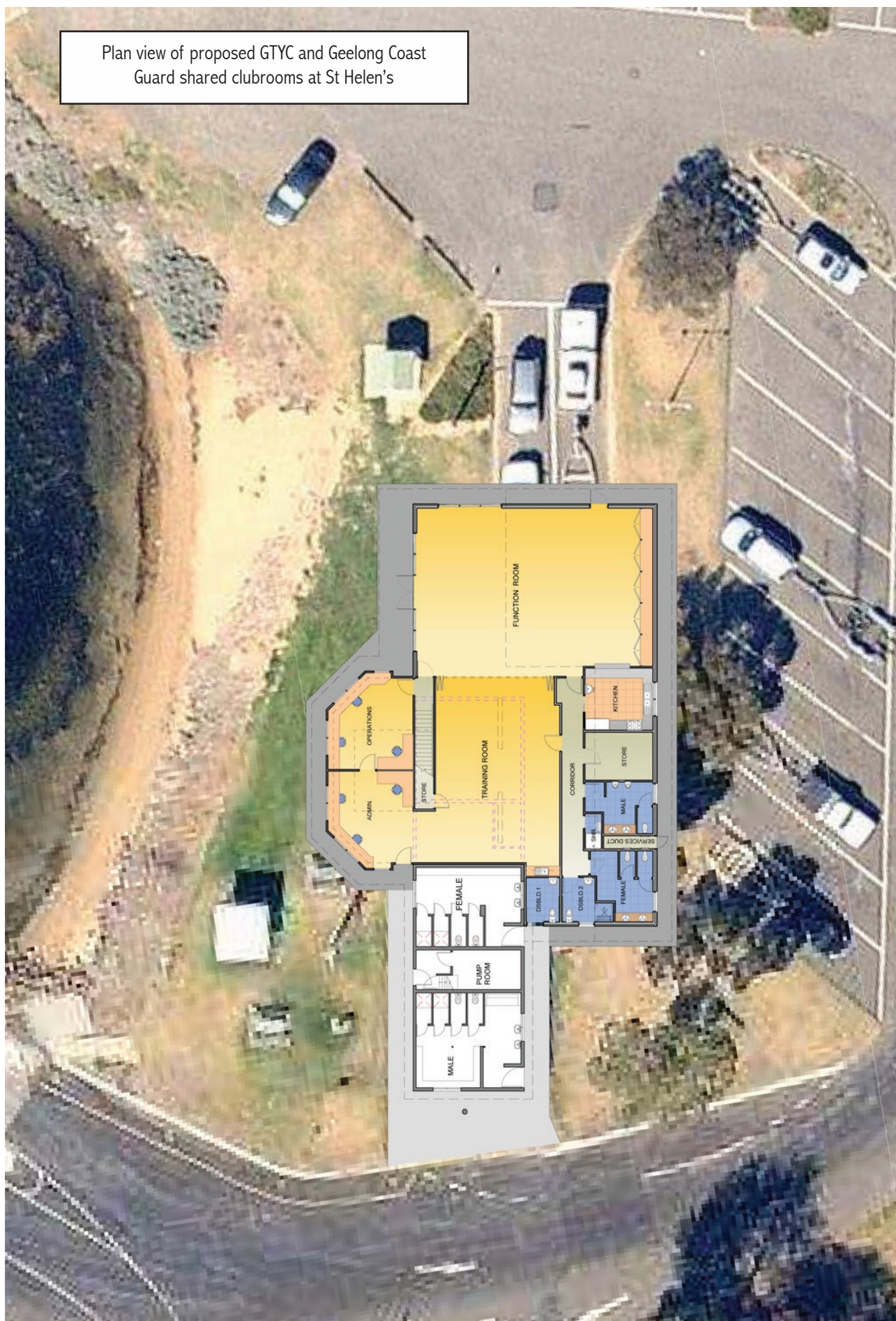
John Mole



EAST ELEVATION



Plan view of proposed GTYC and Geelong Coast Guard shared clubrooms at St Helen's



Winter Series Race 1

Sunday 19 May 2013

Fine sunny conditions with a good 12 knot south westerly breeze greeted four yachts for the beginning of the GTYC Winter Racing Series, with a forecast for a dying breeze as the afternoon progressed.

Two Boomerangs started in Division E and 2 Nolexs presented in Division F. Division E started at 11.00am with Jaffa just a boat length ahead of Peccadillo on a short beat up into the St Helen's mark, by which time Jaffa had opened up a handy lead of about 100 metres.

Division F followed at 11.20am with Vintage Red first over the start line, just ahead of Beaujolais – though the latter was carrying better boat speed from the reach to the line and soon overtook Vintage Red on the windward side to maintain a marginal lead at the top mark.

On a reach to the West Cardinal mark near Smorgy's Pier, Jaffa maintained her good lead over Peccadillo, while Beaujolais sailed less than a boat length ahead of Vintage Red.

All boats popped their kites for the run down to CB2, where Jaffa rounded two minutes ahead of Peccadillo. On this leg Vintage Red forged ahead of Beaujolais by 40 seconds.

The next leg was a beat back to the West Cardinal where Jaffa was leading Peccadillo by 4 minutes and Vintage Red leading Beaujolais by 20 seconds.

A reach back to St. Helens saw no positional changes, but Division F had reduced the 20 minute gap between starts to 10, before another spinnaker run to CB2. Jaffa was still way out in front of Peccadillo, with Beaujolais regaining its lead over Vintage Red.

A beat back to the West Cardinal and a reach to the finish to complete the remainder of the race, but the breeze was dying out as predicted.

Vintage Red slipped back in front of Beaujolais during the beat and both were running down Peccadillo to the finish line. There was no catching Jaffa as she maintained a 10 minute lead while Vintage Red and Beaujolais caught up and pipped Peccadillo on the line.

Provisional results showed that Jaffa (without a current club handicap) was still good enough to record a win, followed by Peccadillo in second place, Beaujolais third and Vintage Red fourth.

As a result, one would think that there must have been more than one little Peccadillo aboard Peccadillo, and the others should stay off the wines!

Mike Allden – OOD





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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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	

