



Even Keel

The quarterly newsletter of the Geelong Trailable Yacht Club Inc.



Despite her name, Fat Bottom Girl proves she has a fast stern on the water (see Winter Races 1 & 2 reports for details)

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Winter 2014

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 2014 edition of *Even Keel* should be with the editor by 20 August 2014. 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!

Our current season is rapidly drawing to a close so your committee has reviewed the past year, and is now preparing for the new. Firstly, the past year has been financially successful, to the point where club fees can (once again) remain unchanged.

Club treasurer Ray Slee is busy preparing the audit and annual report that will reveal we have achieved the \$10,000 contribution to our new shared clubhouse, and also met our fund target for asset replacement.

Given our more comfortable financial situation, the committee is calling for suggestions for modest capital expenditures that could assist members.

Your club already has a lazy-tongs riveter, swager and cable cutter for member loan and use – so we now invite suggestions for any additional tools that could assist members to better maintain their vessels and foster greater enjoyment of club events.

Vice-commodore Doug Gadd has begun assembling the Calendar of Events for the coming September 2014 to August 2015 year. It will again include a regatta for Sonatas and Ultimates (February 28 – March 1, 2015).

Your committee is continually looking to improve our calendar; for example, by listing events that better satisfy what you, the members, want. So if you feel last year's calendar was deficient in some way, or that something new could be added to the next one, please contact Doug or me so that these ideas can be considered.

Our membership numbers have steadily climbed to 106, and yacht numbers have also risen to 42. We recently welcomed Brian Murphy and Carrol back into the club. Brian used to campaign Castle 650 *Wylie Coyote* very competitively, but has recently launched *Fat Bottom Girl* (a Colson 750), which at this stage is one of a kind.

Also, Barry Schippers has acquired *Seaweed* (a South Coast 22) from Brian Farnsworth, and that boat has re-emerged with the new name of *RastuS*.

Our plans for a shared clubhouse (with the Geelong Coast Guard) have suffered a temporary setback, due to the ongoing inquiry into the City of Greater Geelong's allocation of funds for community projects.

Your committee will continue to lobby our local councillors and politicians to maintain and strengthen their support for this worthwhile project, and hopefully achieve further progress next year.

Finally, the club's annual Queen's Birthday long weekend cruise was another enjoyable success for those who participated. Saturday saw us launch at Werribee South, then sail to Melbourne City Marina (Docklands) to moor overnight. On Sunday, with masts down, we explored the Maribyrnong River, before sailing back to Werribee South on Monday.

The wind and weather were pleasant, except for a brief shower on midday Saturday. The conversations around the dinner table in the comfortable Marina Lounge were also very inspiring.

All up, a great event – and our thanks to Philip and Jenny Adams for organising the weekend's activities.

Smooth sailing!

John Mole

GTYC Commodore

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GTYC Winter Dinner & Flares demonstration

This year we are trying a different format and venue for our very popular Club Winter Dinner, which is on **this Saturday evening, 21 June**. It will be held at the Vietnam Veterans' Branscombe Room, behind Osborne House at St Helens.

The meal will be provided by commercial caterers, offering roast beef or roast chicken, with roast vegetables and gravy, followed by fruit salad and ice cream, and tea/coffee. The price will be (wait for it) just **\$10.00 a head**, with low-priced drinks available at the Vets' bar.

We are combining this event with a flares use demonstration prior to the dinner. If you have any out-of-date flares, this would be an ideal opportunity to legally dispose of them.

The flares demonstration will start at the rotunda at 5:30PM and finish at 6:30PM. The Branscombe Room will then be open from 6:30PM, and dinner will arrive at 7:00PM.

Weather permitting, you may like to park at Osborne House, walk to the rotunda, then walk back after the flares demonstration for dinner.

Members and guests are invited to attend either or both the flares demonstration and the club dinner.

To help with catering, please advise me of numbers for both the flares demo and the dinner by **Wednesday 18 June** at the latest (by phone on **0411 142 917** or email **jamole64@bigpond.com**).

I look forward to seeing you all on Saturday.

John Mole

GTYC Commodore



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Winter Series Race 1

18 May 2014

The first of the club's Winter Series races started promptly at 11am, with a single Division F fleet of six boats.

The day's forecast was for 5-10 knots from the north, then turning westerly and gusting up to 15-20 knots.

Certainly, the conditions were unseasonably warm and overcast with light winds for the start.

The forecast northerly increased in strength before turning westerly about half-way through the race, providing different conditions for the second lap around the course.

Leading the fleet over the starting line was *Five O'clock Somewhere*, followed by *Fat Bottom Girl*, *Dream On* and the three Noelexs: *Beaujolais*, *Down Under* and *Vintage Red*.

On the short beat to the first mark *Fat Bottom Girl* overtook *Five O'clock Somewhere* to lead the fleet to CB2, and then held the lead for the rest of the race.


With the *Fat Bottom Girl*, *Five O'clock Somewhere* and *Dream On* stretching their lead in the lighter conditions, the Noelexs were busily engaged in a tight three-way tussle.

Vintage Red eventually passed *Down Under*, until a spinnaker pole mishap let the others pass.

The finish order over the line: *Fat Bottom Girl* (1.59.16), *Five O'clock Somewhere*, *Dream On*, *Down Under*, *Beaujolais* and *Vintage Red*.

All up: a promising start to the Winter Racing Series in very good sailing conditions on Corio Bay!

OODs: Barry Palich and Andrew Croxon




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Winter Series Race 3*

15 June 2014

A forecast of showers and winds to 15 knots did not deter the winter stalwarts, with five starters for Race 3 of the Winter Series. A solid shower blew in from the south to make the start dark and damp. As OOD, I set a two-lap triangle from St Helens to Smorgies, on to CB2 and back home.

At the gun, *Dream On* executed a cracking start, crossing the line with only metres to spare. *Fat Bottom Girl* (a Colson 750) came next sailing lower, hounded by *Beaujolaïs*.

The first leg to Smorgies was a very shy reach; then, as the rain cleared, a beat to windward. As the wind bent to the south, *Vintage Red* gained on *Beaujolaïs*, as did *Five O'Clock Somewhere*.

Fat Bottom Girl took a few seconds off *Dream On* to be first around the windward mark, showing the power of an extreme roach main, and 2.5m of beam. A few fumbles on the kite hoist, and she took off downwind. *Dream On* came next, executed a passable hoist, and set off to CB2.

At the mark *Vintage Red* on port executed a textbook lee bow tack to hold out *Five O'Clock Somewhere* and came round in third place. Concerned about *Even Keel's* 'bung status', *Beaujolaïs* bungled the kite hoist.

The bulk of the fleet sailed the line downwind direct to CB2, with the Colson sailing two tacks of a deep reach. The south-westerly kicked-in around mid-course with a few good gusts.

At the downwind mark CB2, *Fat Bottom Girl* maintained her lead, followed by *Dream On*, with *Five O'Clock Somewhere* powering up in the freshening breeze to overtake *Vintage Red*.

A conference aboard *Even Keel* led to a decision to shorten course and finish the race at Smorgies, mindful of the two hour race time, and our developing critical shortage of Tim Tams!

The fleet sailed on a very shy reach back to the clubhouse buoy, holding the same rounding order as at CB2. Taking advantage of the freshening breeze, *Fat Bottom Girl* took off to gain several minutes over the fleet (which she needed to try and gain a place on handicap).

With another rain cloud passing close to the west of the course, the wind swung further south, leaving the last leg from the clubhouse buoy to Smorgies as another shy reach. *Five O'Clock Somewhere* now overtook *Dream On* close to the clubhouse buoy.

All boats cruised home without the wind backing back round to the west. *Fat Bottom Girl* took line honours and promptly hoisted her gennaker to disappear (at high speed) over to Limeburners for a celebratory screaming reach or two.

Five O'Clock Somewhere followed, with *Dream On* and *Vintage Red* behind, and *Beaujolaïs* bringing up the rear.

OOD: Dale Appleton

* Note: there was no report submitted for Race 2



The chase is on across Corio Bay toward a darkening winter sky in the south-east



Winter stalwarts Chris and Andrew aboard Beaujolais

Brian and Carrol Murphy aboard Fat Bottom Girl show that their 'one of a kind' boat is no slouch when it comes to riding the waves



A close match as boats round CB4, ready to turn for CB2

YV Information Session

(Albert Park Sailing Club, 21 May 2014)

This meeting was held by Yachting Victoria to inform member clubs (including the GTYC) of the new Membership Management System (on the Fox Sports Pulse platform) that will replace the current My Club system for season 2014/15.

Steve Walker conducted a 'slide and talk presentation' outlining how the Fox Sport Pulse system will assist with the administration of information and finances of each club under the umbrella of Yachting Victoria.

What is Fox Sport Pulse?

Fox Sport Pulse is part of Fox Sport, which has the backing of News Ltd. Its Sailing Information Management Systems (SIMS) is designed to more efficiently meet the needs of individual sailors and clubs.

Yachting Australia, in conjunction with its member states, has identified the need to improve its information technology systems to better serve the sport of sailing.

The new SIMS offers a 'one shop stop' for all transactions that come into a club (e.g. annual club fees, storage fees, race fees, etc).

How will this service be funded?

All online transactions processed through SIMS (provided by Yachting Australia, and Yachting Victoria), will be subject to a fee of 4.9% (incl. GST). This fee will be split between the Merchant Bank, Fox Sport Pulse, and Yachting Victoria. Fox Sport Pulse shares 3.9% with the Merchant Bank, and Yachting Australia recovers the remaining 1%.

This fee only applies to transactions that occur online; the 4.9% is added to any fee or charge that is paid to a club using SIMS.

Importantly: the 4.9% surcharge can be avoided by any club member by paying the earlier-mentioned charges or fees by other methods, direct to their club or club treasurer (e.g. by cash, cheque or direct debit to a club's account).

The SIMS' fee also covers the use of the website's hosting service; however, there is a cost involved in this to the clubs that chose to use it.

YV plans to introduce these changes over a period of time, commencing with the launch on 1 August 2014.

For more information on how this system will work, just type in the following links to your browser to view the presentation:

Part 1:

<http://youtu.be/UrcM58vrQng> <<http://youtu.be/UrcM58vrQng>>

Part 2:

<http://youtu.be/6FqS4EWGqLc> <<http://youtu.be/6FqS4EWGqLc>>

Part 3:

http://youtu.be/RTogdrNt_ks <http://youtu.be/RTogdrNt_ks>

Part 4:

<http://youtu.be/-aqG2eCxicY> <<http://youtu.be/-aqG2eCxicY>>

Further information and training evenings will be held to bring all club administrators up to speed.

Finally: Yachting Victoria will be discontinuing the issue of 'hard copy' (i.e. plastic) Silver Cards for the 2014/15 sailing season. However, members can download an e-copy Silver Card from the Yachting Victoria (My Sailor) webpage that could be printed and carried by anyone who wishes to.

Barry Thompson



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Introducing: *RastuS*

Purchasing a trailer sailer is not an easy thing to do, as I have found out, but all my efforts have now paid off.

Last year, Sue and I moved from Bendigo to Geelong (this was our sea change). I had sailed a Flying Fifteen on Lake Eppalock before our two girls were born, but then came Saturday sport and a 10 year drought that saw Eppalock turn into a puddle. So the Flying Fifteen was sold.

Now semi-retired, sailing is back on our agenda.

I joined the GTYC as a crew member last November. The idea was to firstly go out and crew and become familiar with Corio Bay, and secondly learn how to handle a trailer sailer. I can now assure you all that it is very different to sailing a Flying Fifteen on Lake Eppalock!

Everyone at the GTYC has been very friendly and willing to share ideas and experience. In mid-April, after trawling the internet for a small part of my life, a South Coast 22 came on to the market. It ticked all the boxes for the boat I was looking for.

I remember Doug Gadd saying to me last December: 'You will know if it's the right boat for you as soon as you see it!'

Doug added that: 'You also need to look at the inventory of the boat, the state of the trailer, and if all things are good - negotiate the price'.

I was lucky to find the boat here in Geelong, and after talking to the previous owner, he suggested a test-sail, which for me was great. I could see how to rig, launch, sail and retrieve the boat. This really gave me a good insight, to see if this was the boat for me, and if there were any problems with it.

Being able to talk to the person who sailed the boat also gave me a good idea of its capabilities, its adventures, and how it has been looked after.

Well, as they say in the classics: the rest is history.

The SC22 has now been sitting in our backyard being polished and tweeked. It has a new name (*RastuS*), and an enthusiastic (if novice) crew in training.

RastuS made her maiden voyage with us on Friday 23 May at St Helens: its new home. With the crew trained up on dry land, now was the time to put all our training into practice.

We had a great sail and enjoyed getting out on the water in our new boat. We are still learning and advice is always welcome!

by Barry Schippers



Skipper Barry Schippers (in green top) and crew proudly launch their new love *RastuS* at St Helens Marina



Raising the mast: always a challenge!



Under sail on Corio Bay, heading for Western Beach



A few last minute tasks before the maiden voyage

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Report: *Exercise Afloat*

Docklands, 22 May 2014

Cruising skippers who moor overnight at the fabulous Melbourne City Marina (Docklands) can now rest a little easier in their berths, thanks to the MFB's new fire-fighting tender.

The new tender was recently commissioned to help protect vessels on Melbourne's waterways, and was put through its paces in May during '*Exercise Afloat*' (where I was an observer for Health & Human Services Emergency Management).

The City of Melbourne's emergency management team organised the event, with the aim of providing a rare opportunity for all emergency agencies to participate in a major urban (waterways) exercise.

And to make this exercise all the more realistic, the organisers employed a range of props including several boats; a range of pyrotechnics and smoke bombs to indicate a collision and fire; volunteer 'walking wounded' that needed medical care; a media scrum; and bodies in the water that had to be rescued.

The MFB was appointed lead responding agency, as the scenario involved a collision and major fire aboard the party boat, *Lady Cutler*.

Victoria Police formed a close support role for the MFB, employing its water police units to rescue some bodies overboard, and to manage crowds, media and other activities on the nearby jetties.

Other support agencies included the SES, the Departments of Health and Human Services, and the Department of Transport. Representatives from Melbourne's major hospitals also came down to view the action first-hand.

Once underway, the MFB's fire-fighting tender shot a very impressive blast of foam and seawater onto the 'fires' (flares) set out on the Docklands' jetties. The MFB also launched its UAV (un-manned aerial vehicle) to transmit back HD quality video of the incident from the safety of about 30 metres above the fire.

Incident response was controlled from the MFB's mobile incident control room (a large fold-out bus). Victoria Police and the SES also established command posts, while a senior Ambulance Victoria officer assumed the Health Command role.

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The metro media soon turned up in droves and had a ball with all the 'colour and movement' on display! Melbourne's Lord Mayor Robert Doyle also fronted for the obligatory media conference, together with senior commanders from Victoria Police, Ambulance Victoria and MFB.

All up: a very impressive display!

And given the highly flammable, multi-million dollar fibreglas yachts and cruisers berthed around Docklands, this mighty show of fire-fighting power should be welcomed by every local and visiting skipper alike!

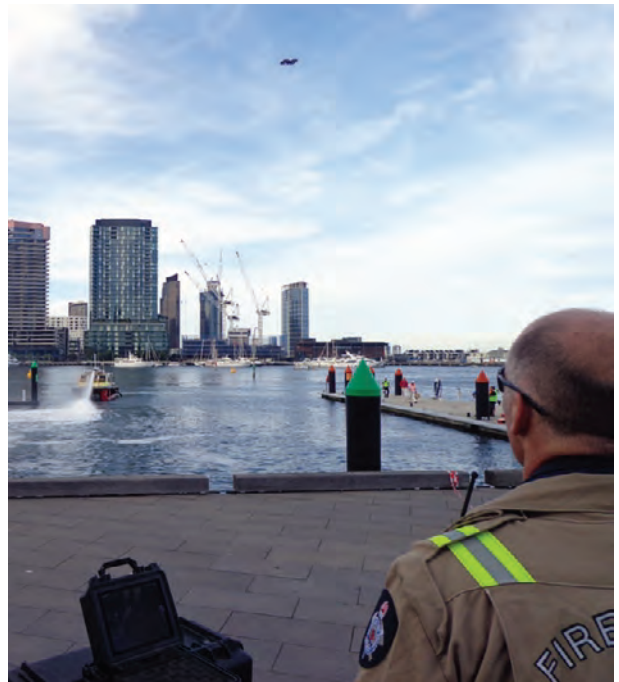
by Geoff Russell



The MFB's impressive new fire-fighting tender shoots water and foam at the scene of a marine collision at Docklands



MFB crew 'rescue' one of the exercise 'victims' (dummies)



The UAV flies in over the 'fire' to broadcast live video intel

Swingshift on Eildon

Part 2

Melbourne Cup Day 2013 offered the perfect opportunity for Jenny and Philip Adams to take *Swingshift*, a Southern Cross 23, to Lake Eildon.

Saturday morning started out with little to no wind, so we decided to explore the boat harbours. This can be a little daunting, as the biggest harbour has some not so welcoming signs on the floating barrage that proclaim: "Members Only".

Fortunately, we found another area, fuel jetty and a reasonable berthing jetty. We decided to explore the boating facilities, including the boat yard and what we thought was easy access to a shop. This turned out to be AQUA Bar & Café Lake Eildon.

What stands out about all these waterside facilities is the temporary nature of everything. Everything around the water's edge, as well as those facilities floating on it, have to be movable, as the lake's level rises and falls.

You quickly note the appearance of winches, cables, numerous anchorage points for the jetties and other facilities; while these are very practical, they do make the harbour look a little untidy at first.

It also makes walking around the shore near these facilities a bit of an obstacle course. So beware if you're ever navigating your boat near the shore, as one of those big blocks of concrete can be waiting just under the surface.

After a quick look at the facilities and the purchase of fuel, we headed out to visit Jerusalem Creek, using a combination of sailing and motoring. Wind gusts can be a bit tricky, and the ski boats don't always appreciate why sailboats seem to weave all over the lake when trying to tack and deal with the shifting wind. We saw only two other sailboats as we made our way between the houseboats and other noisy motorised personal transport.

On the way to Jerusalem Creek, we passed under some very high voltage power lines. Now if you have never seen these, imagine two mountains with the lake between. Now picture massive power line towers on each mountain, with their high voltage lines strung in a huge curving span over the lake. Now this is when you understand the limit of a maximum of 12 metre mast!

As you sail up the centre of the lake, you suddenly start to wonder just how much clearance is under those enormous cables. It takes a brave skipper to hold their course under the centre of the curve. The lake was 97% full when we visited, and yes, call me a chicken: I headed for the outside edge of the lake.



Swingshift's route from the boat harbour to the various arms of Lake Eildon, and return



Jenny enjoys a quiet reflection (inbetween homework tasks), with Swingshift safely moored for the night in the Big River Arm

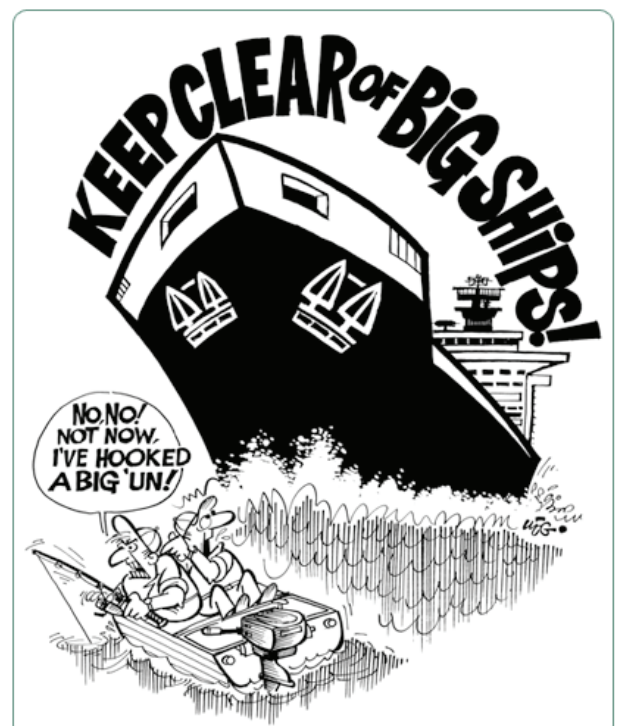
Jerusalem Creek is a well-provisioned harbour with a big floating poo barge, hundreds of house boats and a small jetty near the pub/general store. Fuel is also available here. Shelter can be found around the shore; however, beware of trees and rocks that appear as the water drops.

Remember: many trees grew during the drought and most of these are now dead and still standing in the water. This has its advantages, as it discourages fast moving powerboats from being driven near the sheltered little bays. However, it does require some careful effort to get into that sheltered little overnight beach.

Being aware that the weather was forecast to turn nasty sometime on Sunday, we headed round into the Big River arm. Some will remember that this was the day scheduled for the Queenscliff to Geelong Race 2013. Enough said!

Some may also recall (from Part 1 of this article in the last edition of *Even Keel*) that Jenny had to finish a school assignment, so Sunday provided a good opportunity to do this.

The day started with sunshine, but then light cloud progressively started drifting in overhead. These clouds then darkened, and we knew the weather was about to change. Not a problem though, as we were safely tucked into a little bay.



Victorian Regional Channels
Authority



Swingshift at anchor in the Howqua Arm on Lake Eildon (note the trees in the water)

We had pulled the boat into the bank with the aid of two boat hooks, fending off small wattle trees as we went. We were sure we had enough fenders packed around the bow and ropes out to keep the boat safe. The wind change reminded us that even in a safe bay, the rocky shore and even small waves can move a boat around, and rocks at Eildon can be sharp. Fortunately, no harm done, but it did raise some concern.

I should mention that running a notepad computer for most of the grey Sunday did flatten the battery, and with no solar charging under the heavy cloud cover, the motor was pressed into service at a fast idle to provide enough power to finish Jenny's assignment. Lucky we fuelled up!

Monday was a new day, and winds were now southerly and rather gusty. We headed out of our little bay and motored towards Goughs Bay.

After passing the boating clubhouse, we found a little inlet with a gently sloping grass bank. This provided a well-sheltered mooring and a chance to walk up to the caravan park store for a much welcome coffee. (We decided to walk as the boat access was very shallow, other than a narrow channel near the ramp.) This turned out to be quite a walk, and the return trip with two full 10L fuel cans proved a good work out.

We then enjoyed lunch while still sitting on our grassy slope at Goughs Bay. Then, after a little fun getting the boat back into deeper water, we headed off towards Howqua. The wind had moderated a little by now and, while still gusty, had settled down to a south-westerly.

We managed to motor sail down the arm, and soon Howqua was in sight. We finished the day with a sail past Howqua township.

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Navigating rocks and trees, and knowing the value of good bow and stern lines: all in a day's cruising on Eildon

After finding some rough water and a wind tunnel near the end of the inlet, we finally picked our way through the wattle trees and headed into a sheltered bay for the night.

Tuesday was a good sailing day with light steady south-westerly winds. We now needed to head back towards 'home' (the launching ramp), having covered only a small fraction of the lake.

We again enjoyed lunch at Jerusalem Creek, then returned to our Alliance boat ramp by mid-afternoon. Unfortunately, the 'manners' of some of the users there were no better than those displayed at busy bayside ramps, so gaining access to the small floating jetty beside the ramp required some patience.

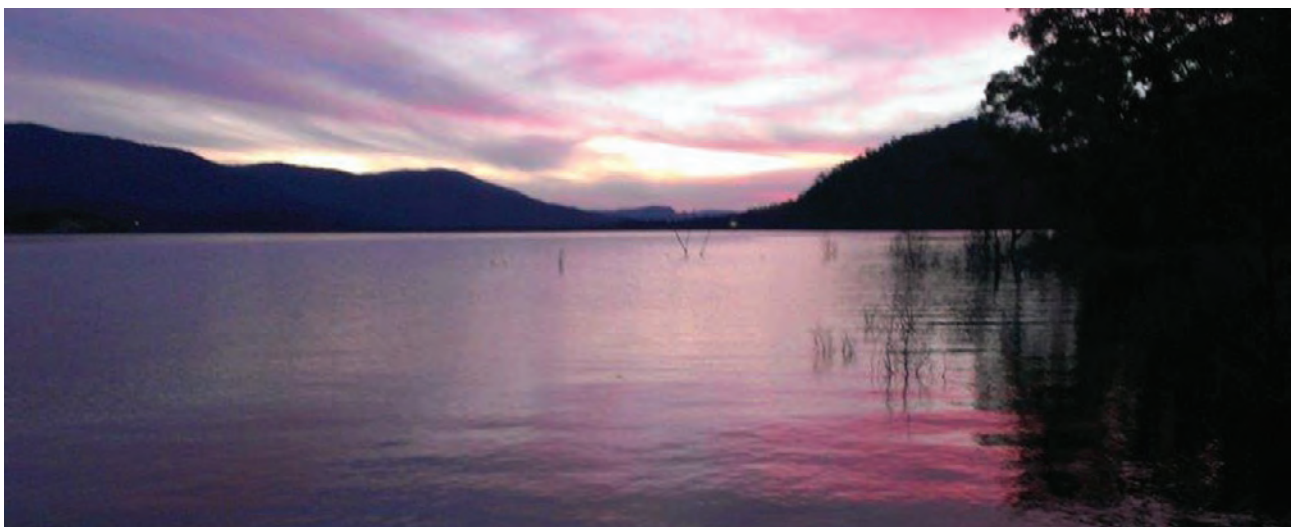
Eildon offers something different with every twist and turn. The sailing around this moun-

tainous end is ... in a word: challenging! You learn to live with the powerboats during the day. It won't matter what sized headsail you hoist, as you'll be questioning the wisdom of your choice more than once.

But the rewarding views offered by twisting arms, sheltered bays, steep mountains falling into the lake, a chance to fish, and to explore the lake at a leisurely pace make the challenges all worthwhile. And you don't need to wash the salt off your trailer, or flush your motor at the end of a wonderful long weekend.

So will we return to Eildon for another long weekend? Yes indeed, perhaps launching at Bonnie Doon next time, with so much more to explore.

Philip Adams, *Swingshift*



Another beautiful sunset across the Howqua Arm on Lake Eildon

Geelong Trailable Yacht Club Inc. 2013 - 2014 Calendar			Revision - 4		Date 23/9/2013
Month	Date	Event	Time	Location	OOD
OCT 2013	Sun 6th	Short Series - Race 1	10.00	St.Helens	D Gadd / D. Pudney
		Seniors Sailing Afternoon	13.30	St Helens	J Mole
	Sun 20th	Opening Day - Sail Past	11.00	St Helens	TBA
		- Barbeque	12.00	St Helens	
		Opening Day - Sternchaser	14.00	St Helens	J.Mole
NOV 2013	Sun 3rd	Q to G - Div 1&2	10.30	Queenscliff	C Hancock / M.Alden
		Q to G - Div 3&4	10.45	Queenscliff	C.Hancock / M.Alden
	Sun 17th	Short Series - Race 2	10.00	St Helens	D.Gadd / K.O'Neill
		Summer Series - Race 2	13.30	St Helens	D.Gadd / K.O'Neill
	Sat 30th	Arthur the Great Race - Div 1	10.00	St Helens	C.Hancock
		Arthur the Great Race - Div 2	10.30	St Helens	C.Hancock
2013	Sat 7th	Christmas Party	19.00	Bob & Linda's Lara	
	Sun 15th	Short Series - Race 3	10.00	St Helens	B.Balding/D.McDowell
		Summer Series - Race 3	13.30	St Helens	B.Balding/D.McDowell
	Sun 29th	Christmas Cruise			
JAN 2014		Geelong Week - Regatta			
	Sun 26th	Try Sailing Day	13.30	St Helens	P.Graham/P.Webster
	Sun 26th	Fireworks Cruise	19.30	St Helens	P.Graham/P.Webster
FEB 2014	Sun 2nd	Short Series - Race 4	10.00	St Helens	G.Russell/ J.Russell
		Summer Series - Race 4	13.30	St Helens	G.Russell/ J.Russell
	Sat 8th	Ultimate Association		St Helens	John Mole
	Sun 9th	Regatta			
	Sun 16th	Short Series - Race 5	10.00	St Helens	G.Kewish/C.Onley
		Summer Series - Race 5	13.30	St Helens	G.Kewish/C.Onley
	Sun 23rd	Cruise Training Day		St Helens	P.Graham/P.Webster
MAR 2014	Sat 1st	Sonata Association		St Helens	John Mole
	Sun 2nd	Regatta			
	Sun 2nd	Cruise Sternchaser	10.00	St Helens	TBA on day
	Sat 8-10th	Marley Point Race		Lake Wellington	
	Sat 8-10th	Autumn Cruise		TBA	P.Graham/P.Webster
	Sat 15th	Steamboat Cup - Div 1	10.00	St Helens	C.Hancock
		Steamboat Cup - Div 2	10.30	St Helens	C.Hancock
APRIL 2014	Sat 5th	Try Sailing Day	13.30	St Helens	T.Doolan/J.Martin
	Sun 6th	Summer Series - Race 6	11.00	St Helens	T.Fraser
	Fri 18-21	Easter Cruise		TBA	P.Graham/P.Webster
	Fri 25th	Anzac Day - BBQ	11.00	St Helens	
MAY 2014	Sun 4th	Summer Series - Race 7	11.00	St Helens	J.Mole
	Sun 18th	Winter Series - Race 1	11.00	St Helens	B.Palich/A.Croxon
JUNE 2014	Sun 1st	Winter Series - Race 2	11.00	St Helens	B.Ewan
	Sat 7-9th	Winter Cruise		TBA	
	Sun 15th	Winter Series - Race 3	11.00	St Helens	D.Appleton
	Sat 21st	Club Dinner		TBA	
JULY 2014	Sun 6th	Winter Series - Race 4	11.00	St Helens	R.Hulme
	Sun 20th	Winter Series - Race 5	11.00	St Helens	K.Kugler
AUG 2014	Sun 3rd	Winter Series - Race 6	11.00	St Helens	J.Martin
	Sun 17th	Winter Series - Race 7	11.00	St Helens	T.Doolan/R.V-Niven
	Fri 22nd	AGM / Presentation Night	19.30	TBA	
SEPT 2014	Sat 6th	Cluster Cup - Division 1	10.00	St Helens	C.Hancock
		Cluster Cup - Division 2	10.30	St Helens	C.Hancock
	Sun 21st	Summer Series - Race 1	11.00	St Helens	P.Webb

