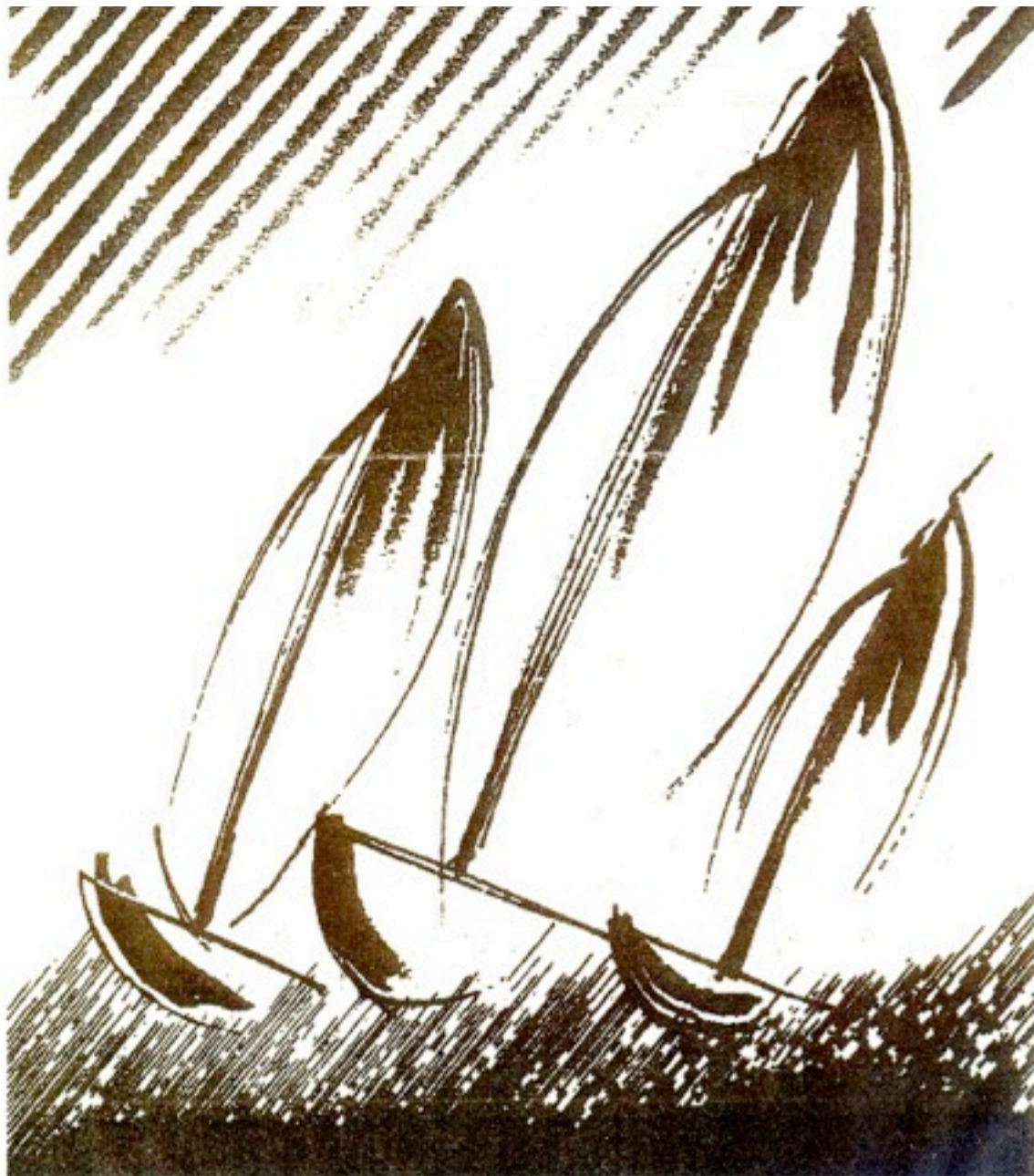


March 2014

Mainsheet



Bendigo Yacht Club



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BENDIGO YACHT CLUB INC.
The Sailing Centre for Central Victoria

Association Number 2316
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Phone (03) 5439 2552
Web site : www.bendigo.yachting.org.au



MAINSHEET

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Bendigo Yacht Club inc. General Committee 2013-14

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Rear Commodore:	Ron Mason	0412590026, 0478229078	masonfamily@inet.net.au
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Shed/Yard Storage:	Colin Nankervis	54435720, 54414000	colin@alliedconsultants.com.au
Sailing School.			
Principal:	Mick Floyd	54414777, 0409414777	4floyds@gmail.com
Coordinator:	Vacant		
Mainsheet Editor:	John Snowdon	0407506974	jsnod@bendigo.net.au

2012 - 2013 Sailing Committee:

Phillip Mann (Chair), Russell Denholm, Ewan Watson, Sarah Floyd, Mark Gillies, Ken Coulson, Ian Middleton, Greg Devlin, Ken Hill, Barry Floyd.

Next Committee Meeting Friday 11 April

Mainsheet deadline: before 7.00 pm Sunday 13 April

BeYC inc. Commodore's Report – March 2014

Things have been a little less hectic this month with very few events held at Bendigo. But that's not to say there hasn't been plenty of excitement around the club.

The twilight series came to a spectacular end when a storm front came through in the second last race, wiping out most of the competitors. I have to say I have only experienced wind this strong once before, which wiped out nearly all the competitors on Lake Boga during an Easter regatta. A big thanks to Phil Man who had the rescue boat out and took the competitors to the protection of the island where some fisherman started a fire for us to gather around and warm up. Also a big thank you to all the sailors who abandoned their boats to help others. Whilst there was a lot of damage, it was great to see such community spirit with everyone pitching in to help each other.

During this storm a large branch fell on the roof of the club causing considerable damage to the roof and electrical cables. Ron Mason put in a huge effort to coordinate the removal of the branch and to secure the club so it was safe for us to continue using the building. I would like to thank Ron for this, as I know he is a very busy man running his own business. Giving his time during the working week is an extraordinary effort.

On a different note, we have an update on the new training Pacers. They are coming along very nicely. Brett Goodall from Goodall Design has done a sterling job with the sponsors' logos, which will make these boats look very colorful, and I'm sure will represent the businesses who have given so generously to the club. Once again I would like to thank Helen, Brett and Greg from Goodall Design for all the work they have been doing to provide us with such great boats at an even better price.

The membership survey was well received with a large amount of submissions, which has clarified the direction that members want the club to head. Not surprisingly, the overwhelming priority was to keep the sailing both accessible and fun. A sub-committee has been formed to move forward with further collation of the responses and to provide a report to the members, which will include some ideas on how we can proceed with the higher priority findings. Thanks must go to Steve Phillis for all of his work in this area.

Our editor is moving on and I would like to take this opportunity to thank John for the sterling job he has done with Mainsheet. In this edition there is an expression of interest for a replacement editor and whilst we are hopeful that we will find someone they will have very large shoes to fill. As the gentleman and scholar that Dr John is, he has offered to keep supporting us until a replacement is found.

Whilst I'm on about finding people to help out, we are looking for someone who is handy with scissors and a sewing machine. It's come to my attention that for some time the tradition of passing on a club flag to retiring Commodores has gone astray. I would like to rectify this but I need someone to make the flags. Then I will mount them in a frame with an engraved plaque and present them to the past Commodores. If anyone can help, please give me a call.

News from the Canteen is that there will be a happy hour after the race on March 22, with hot nibbles, dips and biscuits to share. That will be a great opportunity for members to catch up socially and Stay on and have a BBQ tea if you can.

Back on the sailing side of things, we have had a few events our members have been quite successful in. Congratulations to Doug and James for winning the Timpenny 670 Australian and Victorian Titles. Ewan coming 4th in the Mosquito State Titles and Mark, Glen and Brendan for winning both line honors and handicap in their division of the Marlay Point. Jake, Dave, John and myself came second on line honors overall, which was a great effort but one day I'm going to beat that Thompson Eight even if I have to bolt on a jet engine.

I'd like to finish with a safety note. When sailing overnight races we have to wear both a whistle and a flashing strobe light. During that infamous Wednesday night twilight race where sailors lost contact with their boats and the water was very rough it was hard to see the sailors in the water.



Here a whistle would have proven very helpful in locating the sailors and I would ask all sailors to wear one in case of emergencies. Please fasten them to your life jackets and not around your neck, as this can lead to far more serious issues.

Thanks and Swift Sailing
Russell

From the Sailing Committee

Alteration to Program:

The race on 29 March, 2014 will be a Trophy Race at BeYC, not 'Easter' as listed in the Race Program.

Expression of Interest:

The Sailing Committee is looking for a sailor or non-sailor to collate the results after races on race days.



Please send expressions of interest to:

Phil Mann
Sailing Committee Chairman.

Positions vacant:

Sailing School Coordinator

The Club requires the services of a coordinator to help with the running of the Sailing School.

The position involves attending a monthly Sailing School meeting and acting as committee secretary, preparing rosters for School instructors, general coordination on a Saturday morning and any other administrative matters required for the efficient running of the Sailing School.

The coordinator is directly responsible to the School principal Mick Floyd. Reward is the satisfaction of helping new sailors achieve their goal.

For further information contact Mick on 0409 414777

Mainsheet Editor

John Snowdon is retiring as Mainsheet editor. The General Committee, on behalf of all members, thanks John for his professional performance in this role over the last few years, and for the entertaining stories that he has contributed.

The hunt is now on for a replacement editor. If you are able to volunteer some time each month to The Club and would like to contribute to this important Club role, please contact Club secretary Bernie Young. John has kindly offered to mentor the next editor to enable a seamless transition into the role.

For further information contact the Club secretary
Bernie Young

Canteen News

Thank you to all members for the support given over the season. Many members helped out at the Australia Day Regatta weekend and this was very much appreciated.

Cath Gillies
Canteen

Notice of Race

The 53rd Easter Regatta, 2014 returns to Lake Bolac

Friday 18th April – Monday 21st April, 2014

Further information and entry details are available from:

Fiona Noone,
Secretary, Yachting Western Victoria
noone.fiona.f@edumail.vic.gov.au



Yachting Victoria

Trailable Yacht Division

2013/2014 Major Trailable Yacht Open Events

Date	Event/Organising Body
------	-----------------------

MARCH 2014

15 – 29 th	Port Lincoln and Coffin Bay cruise Magnum Yacht Association (Paul Jenkins 0400 946 658)
29 – 30 th	Goulburn River winery cruise Ultimate Yacht Association (Andrew Mackenzie 0419 841 380)

APRIL 2014

19 th	Easter Regatta 30 mile race (Round 5 of Traveller Series) Gippsland Lakes Yacht Club (sailglyc.com)
Easter	Easter cruises various Clubs and Associations

MAY 2014

3 rd	Four Points race (Round 6 of Traveller Series) Melbourne Trailable Yacht Club (Ron Parker 0419 002 946)
3 – 5 th	Refuge Cove cruise Magnum Yacht Association (Paul Jenkins 0400 946 658)
TBA	Murray River cruise Farr TYAV (Greg Parker 0418 312 799)

JUNE 2014

TBA	Goulburn River winery cruise Magnum Yacht Association (Paul Jenkins 0400 946 658)
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This Calendar is a guide only and is subject to changes as required.

From the Cruising Division

Mallacoota Inlet Cruise

April 4 to April 10

The major cruise for this year is to Mallacoota Inlet, East Gippsland.

Plans are to Launch from Mallacoota boat ramp 4th April and spend 5 days cruising the waterways of this south east Victorian gem.

.....

The Mighty Yarra Cruise

It's On Again...

No it's Not...

Yes it is!



Due to inclement weather this cruise has been postponed until after Easter Date to be announced. The plan remains the same:

Launch from "The Warmies" Newport Power Station. Cruise to Heron Island. Barbecue tea opposite Tennis Centre. Overnight stay at Docklands Marina.

.....

Contact Ken Coulson for details about both of these epic events. 5435 3380



Four Winds Marine

2014 Victorian Trailable Yacht Championships and Castle Class Association State Titles and Australian Timpenny Championships

Twenty five trailable yachts competed over the weekend 22 & 23 February on Port Phillip at Safety Beach. The weekend provided a range of sailing conditions with four races Saturday afternoon in light to moderate conditions and two light wind races Sunday morning. The overall event included the Castle Class Association State Championships and the Australian Timpenny Class Championships.

Safety Beach Sailing Club hosted a successful regatta and the adjoining Martha Cove Marina provides very good overnight berthing and boat ramp facilities. Safety Beach SC had arranged a very good deal with Martha Cove to incorporate boat ramp fees and overnight berthing to be included in the regatta entry fee.

The fleet was split into two divisions based on Class Based Handicap and whilst the divisions raced different numbers of laps of a windward / return course, overall results have been established by calculating an average lap time for boats in each race.

The fleet was made up of seven Timpenny 670, six Castle 650, five Noelex 25, and sundry other classes. As predicted the Castle class dominated in the lighter winds and the Noelex class dominated in the stronger winds. The last race in about 10knots of wind saw the two classes evenly matched.

The racing was close on the short courses and the variable winds on Saturday saw some classes doing a number of headsail changes either between or during the races. Tactics were vital on both the upwind and downwind legs and there were gains to be made by determining early the preferred side of the course, particularly for the downwind legs.

The variable winds of Saturday had stirred up some sloppy seas which were tricky to handle when the wind pressure dropped at times in between the fresher winds that prevailed at other times. Well done to all who competed and congratulations to Safety Beach Sailing Club for hosting another great event for trailable yachts.

Below is an extract of the results and the full results are on the Safety Beach SC website:

<http://safetybeachsailingclub.com.au/wp...race-6.htm>

Thanks to Rob Ballard for providing a great collection of photos available for viewing on the following website:

<http://www.flickr.com/photos/118564333@...449569714/>

Finally, thanks to Four Winds Marine for their continued support of trailable yacht racing, sponsoring the event and providing great prizes and donated goods for spot prizes and fund raising

Congratulations go to BeYC participants, Doug, James, and Carlie. Please check the website for full results and photos. Ed

The Upper Hawkesbury River Adventure Cruise – from Windsor to Wisemans Ferry and back.

Friday 14th Feb – Monday 24th February 2014

Adventurers: Brian and Marilyn Coman on *Governor*
Rob and Judy Heath on *Flying Circus*

Armed with Brian's plan via his internet research, a map of the river and a book – A Cruising Guide (lent to us by John Snowdon-for which we are very grateful) the intrepid adventurers set off to discover the delights and challenges of the Hawkesbury River and surrounding environs.

Day 1 – Bendigo to Gundagai River Caravan Park.

First stop for morning tea was at the park in Violet Town. It was very pleasant and convivial. Next stop was the Glenrowan BP/McDonalds for lunch. Two kilometres beforehand, Rob's phone rang and Judy was shocked to see her name and phone number as the caller. Her handbag had been found outside the supermarket after she had left it behind on the park bench. So while the others had the 'Longest Lunch', Judy returned and discovered that she had kindly donated about \$80 to someone who felt very needy or greedy. Thankfully everything else was in the handbag.

We arrived at the Gundagai River Caravan Park late in the afternoon – A lovely, simple park with good amenities and river views. Brian had been busy since the last cruise modifying his boat. He managed to hang the blind and mirror upside down on the upstairs window! Definitely a 'Punch and Judy' show. We can recommend the Gundagai Serviceman's Club where we had a tasty Chinese meal and good service. Steady rain fell continually overnight but it was warm and humid.

Day 2 – Gundagai to Hawkesbury Riverside Caravan Park (near Pitt Town, not far from Windsor)

We woke to the sound of noisy kookaburras and falling rain and then had a good run good into Sydney via the M7 freeway, and taking the Richmond/Windsor turnoff. We stopped in Windsor for supplies before heading out through flat land used for market gardens and turf making businesses along Bottom Road at Pitt Town, where the Hawkesbury Riverside CP was located. Again the kookaburras serenaded us that night.

Day 3 – Hawkesbury Riverside Caravan Park



Sunday 16th Feb. Rain, Rain and more rain forecast for today, so we decided to stay on land. Rob and Judy headed off by road to Wiseman's Ferry to check out the facilities there. It was a beautiful, windy and picturesque drive and the township provided fuel, ice and supplies – all within 300m from the public jetty. Then they returned to check out Richmond, have lunch and get supplies. The rain was heavy and constant. On

returning to the boat they discovered the canopy full of water so they used 2 fishing rods and the boat pole as braces.

Merilyn and Brian went to check out the Windsor Jetty, which was located about 300 metres from the shopping centre. They enjoyed morning tea discussed further improvements to be made

before the Mallacoota cruise. The afternoon was spent with both couples confined to their boats due to the heavy rain. Brian said that 'He took his wife to the movies.' It's great what you can download now and watch on your ipad!

By teatime the rain had subsided. Both couples discovered that water seeping through little unfilled holes in the boat can create big wet patches in the cabins. Quick repairs were made.

Day 4 Off and cruising the Hawkesbury River at last!

We woke up to an overcast day with milder temperatures and launched at 10am but Brian forgot the map and had to go back to get it – At least we were headed in the right direction! Then steady misty rain fell but it stopped before we reached the public jetty at **Cattai National Park**. We beached next to the jetty and had morning tea. The National Park has a large public picnic and camping area along the river. We had planned to do some bushwalking but this did not eventuate because the tracks were not signposted and we had to keep an eye on the tide.



Port Erringhi was our next port of call – no longer a public wharf as shown on the map and in the book, but a private jetty. Throughout the morning we saw big sandstone bluffs, tall cliffs, farmland, lush riverbank vegetation, small settlements consisting of posh houses through to shanties, ski parks and caravan parks. This scenery continued all the way through to Wisemans Ferry.

Then we continued on to **Sackville** where we stopped at the Ski Park jetty and the guys had a leisurely 2km return journey to pick up ice. Fuel and some supplies were also available. The Sackville Ferry waited for us to go past. It was 6pm so we found a beach, roped up and sat on the boats for Happy Hour. Meanwhile the tide kept going out. Midway through having tea we realised that the tide had gone well out and that motors and rudders were stuck in the mud! The kookaburras were having a good laugh at us. We were very surprised at the tidal changes this far upstream and also the fact that we did not pass one other boat on the river all day.

Day 5

2.30am – We were awake and afloat! Adjustments were made to ensure that we were further out from the shore before going back to sleep. 6.30am, more adjustments. 8am, time and tide had got away from us again! *Flying Circus's* bow was stuck in the mud. Time to move! With much huffing, puffing and almost bursting their boilers the guys got her afloat. The kookaburras were at it again. This must seem a good joke to them. Lesson learnt – stay out in the river and use the anchor!

The weather was mild and overcast with drizzle at times. We were heading to the ferry crossing at **Lower Portland** and to explore the **Colo River**. We listened to the bellbirds, ducks and cicadas while watching cormorants and other waterbirds diving into the water. There were cows grazing, kangaroos hopping and two dogs on the opposite bank barking at us. As we neared Lower Portland we watched a ski boat being launched and minutes later it passed us with a skier in tow. Our first other boat!

We turned to port into the Colo River. It has sections of shallow water and the speed limit is 4 knots. So with his depth finder turned on Brian and *Governor* led the way. Carefully we motored the 11km to the **Putty Road Bridge**. Just past here the river became very shallow in patches and was suitable only for canoes. Next to the bridge was a picnic area where we stopped to stretch our

legs, do a few laps of the park area and have lunch. The river was lined with lush vegetation and there were also tall mudstone/sandstone cliffs and rock faces.

At 2pm, with the tide falling, we decided to head back and find a suitable place to spend the rest of the afternoon and night. Brian backed his boat around under the bridge but as he came forward and across to the centre of the river, the strong current carried it into the concrete base of the bridge pylon. A loud sharp crack was heard and damage to the starboard bow just under the gunnels was the result.

At 3pm we stopped beside a sheer rock wall with overhanging branches and were able to tie up top to tail. This time we made sure we had plenty of water underneath us for the changing tide. Time for Happy Hour and some fishing – using lures and ham as bait! As soon as Brian cast off there was a big tug and bend in his rod but as he pulled it out the fish got away! Canoeing was popular on this river and we had four different groups of students come past us during the afternoon. The cicadas were extremely loud – so much so that you couldn't hear the birds.

By 7.30pm with the tide ebbing, the guys decided to try fishing again. Brian with ham as bait caught a 2ft long eel but let it go because we didn't have any flour to coat it in. Rob was using artificial shrimp bait but only seemed to be able to snag a log. Meanwhile the girls were busy reading books, enjoying the cool air and peace and quiet. The cicadas had stopped their noise.

Day 6

7am. The Kookaburras were their noisy cheery selves. There was cloud cover in the cool morning. We were heading off just before low tide – lower than when we came in – and *Flying Circus* got stuck in a very shallow shoal – Mishap 1. By raising the centre board and rudder some more, the current allowed us to float off and we pushed into deeper water. We dropped anchor at the entrance to the **Hawkesbury River** where we had a good view of the **Lower Portland** ferry. Mishap 2 – Brian's camera fell overboard.

Next we headed towards Wisemans Ferry and saw fish jumping a good foot or so out of the river. We passed our second boat – trawler fishing. As we go through Half Moon Bend we come across several boats and a group of school children skiing or riding boards. Near mishap 3 – a large ski boat with a wake boarder came by and the *Governor* nearly got swamped. She certainly bucked over the waves and dipped into the troughs. We stopped for lunch between **Upper and Lower Half Moon Bends** near steep cliffs. After lunch it was 'anchors away'. Mishap 4 – *The Governor's* anchor broke its line because of a loose shackle.

From around 1.30pm onwards we were caught in a thunderstorm. Thunder, lightning and then driving, drenching rain continued until about 8pm. Despite raincoats we were pretty well drenched but not cold by the time we got to the **Wisemans Ferry** public jetty. It had a sign to say that you could only stay there for 30mins and that fines applied. We took it in turns to mind the boats while the other couple went up into town, about 500m, to buy supplies. At 5.30pm we found a spot on the river between the two ferries to stay for the night. As it got darker we could see the bright ferry lights, houselights on the surrounding hills and lights along the shore of a caravan park in the distance, looking like a row of fairy lights. It was a stunning site.

As soon as the rain stopped the mossies came out so it was time to head inside the cabin. It was peaceful lying out in the river at anchor. We could hear the kookaburras and ducks calling to each other as well as the water lapping against the hull.

Day 7

7am and the kookaburras were at it again. By 8.15 we were heading back to the jetty at **Wisemans Ferry** for fuel and more supplies. The sun was shining and there were white cirrus clouds in the sky and a cooler southerly wind. We were now ready to begin the return journey and head back to the **Colo River**. A few more fishing trawlers, ski boats and a houseboat were out and by 2pm we were in a deeper section of the Colo River. It was time for some rest and recreation.

Day 8

This morning the kookaburras started laughing pre-dawn. It was a beautiful cool morning with mist rising from the water. When we headed back down the **Colo River**, into the Hawkesbury and past the **Sackville Ferry**, it was sunny with a few clouds in the sky and a southerly breeze.

We arrived at the **Cattai National Park** about 2.30pm with a ski boat tearing around and making it difficult for us to tie up at the wharf. Although we were close to the caravan park we decided to explore the **Cattai Creek** and stay there overnight away from the ski boats and campers. We knew it had a depth of 6m but its entrance was narrow and we were not sure if *Flying Circus* would be able to turn around. Brian headed up Cattai Creek and then rang to say that he'd found a spot where we could turn. So we gingerly motored up and rafted the boats together. 4pm Happy Hour! It was very serene with bass jumping out of the water, a horse neighing, a father taxiing his kids up and down the creek, fishermen in a tinnie came past and back again. They all seemed a bit surprised to see us there.

Day 9 Saturday. Back onto land.

It was a pleasant morning with a cool breeze and the sun shining. A number of ski boats were already busy. By 8am the CP boat ramp was in sight. So too were a couple of ski boats that were causing a bit of a wash. Back on land at last! The guys shifted stuff around the boats while the girls washed the river scum off the hulls. A much longed for hot shower was welcome, then we headed to Windsor for lunch and a few drinks at a pub. Some quick shopping followed before heading back to the CP for a relaxing afternoon.

Day 10 and 11 Homeward bound.

We had a safe and uneventful trip home. Overall a fantastic holiday and adventure – great company, interesting scenery and birdlife, challenges that we met and overcame, varied weather and fewer speed boats than we expected between Monday to Friday, thank goodness!.

What did we learn? There is a lot of history there to be discovered but much of it is not accessible from the river due to the lack of public jetties and signage. You need to be self-sufficient and have plenty of water and fuel on board, and that you need a heavy anchor and a good spare anchor.

Are we glad we came, explored and conquered the Upper Hawkesbury? – YES!



From Ian Wallis

A husband takes his wife to a disco.

There's a guy on the dance floor doing it all - break dancing, moon walking, back flips, the works.

The wife turns to her husband and says:

'See that guy? 25 years ago he proposed to me and I turned him down.'

Husband says: 'Looks like he's still celebrating!'

Or... there was the blonde walking along the side of a river.

Saw another blonde walking down opposite side.

The first one yelled out 'How do you get to the other side?'

To which the other one replied 'You ARE on the other side!'



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A Visit to Greenwich

by John Snowdon

When I went to England to visit my father last December for his 90th birthday, I took him on a trip to London. We stayed at Canary Wharf, on the Thames and did a bit of sightseeing by ferry. This took us to The National Maritime Museum at Greenwich, which houses a vast amount of artworks and artifacts within and amongst the extraordinary architecture of the town itself.



Like ourselves, most visitors were first taken by the sight of the *Cutty Sark* sitting high and dry by the wharf, as a meticulously restored vessel to step aboard and explore.

Still, our main port of call was inside as we had come to see an exhibition of Joseph Mallord William Turner's paintings called *Turner and the Sea*.

Without wishing to remind those who were recently caught in the tempestuous storm on Eppalock of the power of nature, this exhibition followed the

romantic expression of mankind's relationship with the sea. Turner captured the human imperative to take on the forces of the ocean, from his early paintings of fishing boats grappling with the elements, wartime works including a massive painting of Nelson's HMS Victory at the Battle of Trafalgar, the advent of steam and the demise of sail. This exhibition also included later

works that took on impressionistic devices featuring subjects such as sunsets combining with storms and smoke billowing from steamship funnels. His last works do not even consider mankind's place in this environment featuring tonal representations such as a swirling snowstorm at sea.

So please pardon my attempt at commenting on the power of these





paintings. I believe that similar works are in Bendigo this month as part of an exhibition to coincide the opening of the new section of our gallery and, as they say, a picture paints a thousand words, particularly when you see it first hand.

Still, the museum at Greenwich certainly demonstrated many of the ways that we have contended with immeasurable odds in our affiliation with the sea. In hindsight, it's easy to see how the desire to 'rule the waves' was often misguided during colonial times, yet the maritime association was approached with aplomb. One display demonstrated this was a collection of figureheads. In the contemporary climate of economic rationalism it would be difficult to imagine going to the trouble of setting something similar on the prow of an ocean going vessel. Yet they remain, each as an individual testament to the craftsmen of the day, guided by Admirals and Captains

such as these fellows.

As for my father's 90th, I'm sure he enjoyed it even if his memory's not so good. When we arrived back at his house I asked him what he thought of the trip. 'Did we go to London?' he replied.



BeYC Website

The website is updated regularly with featured articles, news, race results, up and coming events and more. If you haven't seen it please check it out (Google will get you there). We currently have a For Sale section, which is out of date and also has information missing. I will be removing all ads from the website on February the 15th and ask that if you wish to advertise on the site please email me on s.phillis@stlukes.org.au with your full name, basic description of your boat, price and a phone number, for me to place on the website. Please inform me when your boat has been sold so I can ensure this part of the website remains current. Thank you in anticipation. Steve Phillis.

BeYC Polo Shirts

Polo shirts in royal blue/gold or navy/gold for sale at the canteen. Prices are \$35 for adult sizes and \$25 for children. If we do not have your size we can order one for you.

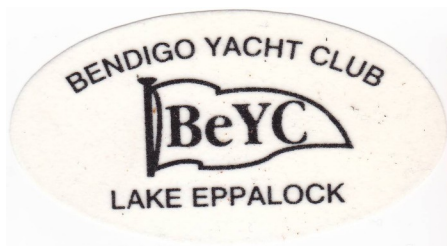
If anyone would be interested in purchasing a sun smart long sleeved polo shirt, please let us know at the canteen.



BeYC stickers

For the transom of your boat, trailer, on your car – just about anywhere

\$4.00 from the canteen.



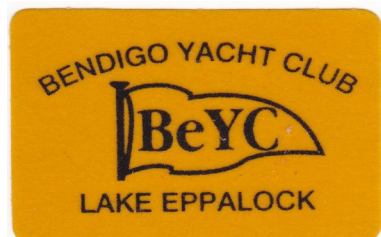
Iron on Club Logos

Available in oval or rectangular shape. Black on white or navy on gold.

Great for jackets, tees, or sweats

Limited number available, so get in early to get yours.

\$2.00 from the canteen.





If undelivered return to:
Bendigo Yacht Club
PO Box 244
Bendigo, Victoria 3555

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