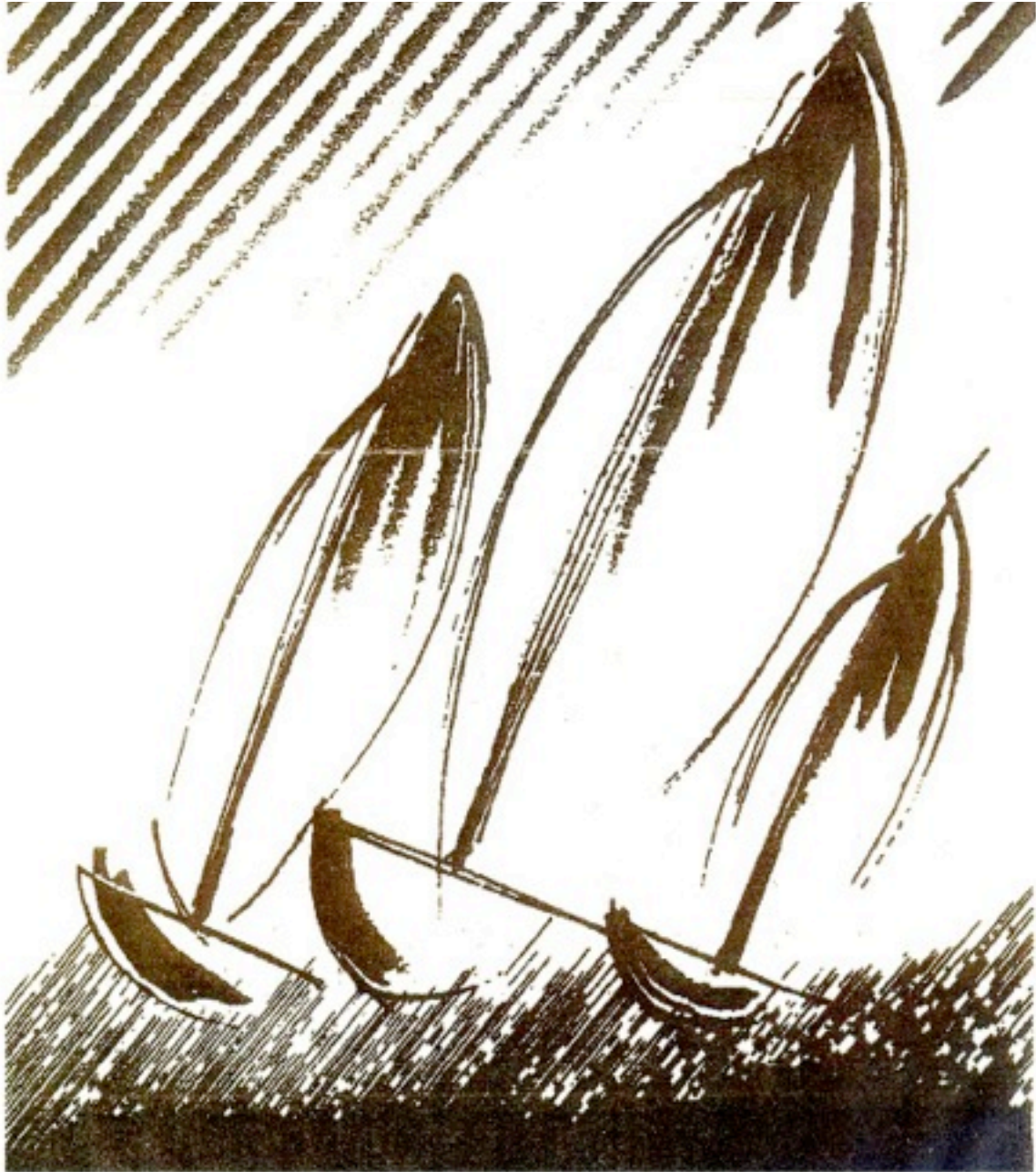


February 2014

Mainsheet



Bendigo Yacht Club



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BENDIGO YACHT CLUB INC.

The Sailing Centre for Central Victoria

Association Number 2316

PO Box 244, Bendigo, Victoria 3552

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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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 14 March
Mainsheet deadline: before 7.00 pm Sunday 16 March

BeYC inc. Commodore's Report – February 2014

So much has happened within the club over the past month or so. I've attempted to cover just some of the highlights below.

It's with much pleasure that I can announce that we have ordered the new training fleet. Thanks to the great work from many including Helen, Colin and Mick, who contributed much of their time and efforts in raising the funds for this project.

We have also run two Tackers programs over the Christmas break and all thanks go to the Floyd family for making them the success they were. Not only did they produce some very capable young sailors but also the program has led to yet another increase in our membership.

The Australia Day Regatta was run, and whilst it was disappointing re the numbers of competitors, all who did participate had a great time with the racing and off water activities. I'm sure all who came will speak fondly of the regatta, which will help to build numbers for next year. Naturally we learnt a lot about what went right and wrong. On reflection the marketing of this regatta didn't reach the target audience we had hoped for. Due to this we are looking at all of our advertising

and promotions throughout the Club's business and the Committee has decided to begin advertising next year's calendar of events immediately. This should allow clubs and associations to add events such as this regatta, the Ice Breaker, the Trailable Classic and our first overnight race, which is in the planning stage, to their planning for the 2014/15 season.

The twilight series is being run as you read this and thus far it's been a great success with many coming out to sail and more participating in the BBQ afterwards. The sailing has been great with races being conducted in light, medium and heavy winds, and results have been mixed for the sailors competing. It's also been a joy to see Di Floyd using this series to launch and participate in her first solo race in some time, on her new yacht. Looks like she will be a force to be reckon with as she was competitive in her first race.

We also ran our second Discover Sailing Day. We were hopeful that Mother Nature would be kind and serve up perfect weather, as last time that contributed to the huge success it turned out to be. Unfortunately this wasn't the case. It was Hot, Hot, Hot, with so much wind I had to drop the sunshade on the rescue boat as I thought it may flip over. I'm sure I speak for everyone when I say that prior to 11am we were all hoping no one would show so we could pack up and cool down. As it happens we had over 20 people register and go for rides on Rob's and Rowan's yachts with some choosing to take a cruise around the lake on our rescue boat. Others just chose to sit in the clubhouse to take advantage of the cool breeze and the BBQ. Mick provided some entertainment as he had some Tackers come down to sail in the increasing winds, which provided much excitement for the onlookers until it just got too windy. We even received a membership application on the day. Overall it turned out to be a great day where we shared our Club and everyone involved enjoyed every moment.



I would like to say thanks to everyone who helped out with all events and maintenance around the Club over the past month or so. I would also like to say that it looks like our Club is in a very healthy state as so many are participating and helping. Naturally we feel there is much more that we can achieve to enhance our members' enjoyment. To help gather information regarding member satisfaction and the ongoing development of the club, the Committee has been constructing a membership survey that is included as an insert in this edition. The survey is also available online, as mentioned below. What we are looking for is honest feedback about both what is going well with the club and what isn't. We would like members to consider future directions for our club as well as offer their opinions and ideas.

Swift Sailing
Russell

Members' Survey

Continuous improvement of the club and its facilities are key priorities for the General Committee to address and we are committed to hearing member views. We are keen for all members to participate in this survey, which will only take a few minutes to complete. The survey can be either mailed, or dropped into the survey return box at the Club rooms by **28 Feb, 2014**. Alternatively, members may complete the survey online at Survey Monkey <https://www.surveymonkey.com/s/9ZJR32M>.

Your feedback will guide the Committee's key priority areas and strategic planning, which we aim to develop through consultation with members.

Steve Phillis on behalf of the General Committee



TRAINING OPPORTUNITY

Powerboat Handling/Race Officiating and Instructing Courses

To address Yachting Victoria's strategic goal of attracting more females into officiating/leadership roles at clubs, powerboat handling/race officiating and instructing courses will be run during the coming months. Yachting Victoria will subsidise these courses, so if anyone at BeYC is interested, please contact Anita at the Club, or Sam Watson at Yachting Victoria SWatson@yachtingvictoria.com.au phone 03 9597 0066

Anita Hunter
BeYC Women and Girls in Sailing Club Representative

From The Cruising Division

It's On Again!

The Mighty Yarra Cruise



Saturday/Sunday 15 – 16 March.

Launching from "The Warmies" Newport Power Station.

Cruise to Heron Island.

Barbecue tea opposite Tennis Centre.

Overnight stay at Docklands Marina.

Mallacoota Cruise.

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

Plans are to arrive at Mallacoota on the **4th April and depart the 10th April.**

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

47th Annual Flying Ant Nationals - Port Melbourne YC

by Alyssa Hunter & Campbell McEwan

Exciting, wet, wavy, windy, fun, funny, exhausting, and extremely salty! These are just a few words that we would use to describe our experience at the Flying Ant Nationals. The Nationals went from the 4th of January for six days, and consisted of nine races which were held in varied conditions, from 30 knots gusting to 36 knots to struggling to get above 5 knots so that we could actually start the race!

The first race was by far the windiest, with only 4 out the 12 Ants finishing. We were one of the first to pull out, capsizing, and realising that the wind conditions were beyond us. After we pulled out many incidents occurred: one mast snapped, two boats collided, a rudder box broke off, and many like us discovered that the wind was just too much.

On the second day conditions greatly improved. We were anxious to finish our first race but by the time we even got close to the finish line everyone else had finished quite a while ago. Regardless, our spirits were still high as per usual and just as we were about to triumphantly sail across the finish line we got hit by an unexpected gust and a big wave at the same time, and hey presto the Flying Ant from Bendigo was left without a skipper. Yes, Campbell fell out the back of the boat! Somehow we managed to keep upright, Campbell swam back to the boat and we finally went over the finish line. Of course the crew on board race control loved the little show at our expense, but hey, we had fun!

Over the rest of the nine races there were days where we came 12th (last) and other days where we came 8th. All in all we placed 11th in a regatta of many winds and, as challenging as it was, we had stacks of fun and experienced a major learning curve.



Thanks Alyssa and Campbell. Great story that takes us all right there to the regatta with you both. Thanks. Ed.

Yachting Victoria

Trailable Yacht Division

2013/2014 Major Trailable Yacht Open Events

Date **Event/Organising Body**

FEBRUARY 2014

22 – 23rd Victorian TY and Sportsboat Championships (Round 3 of Traveller Series)
Safety Beach Sailing Club (safetybeachsailingclub.com.au)

MARCH 2014

7 – 30th Pittwater and Lake Macquarie cruise
Sonata Yacht Association (Des Russell 0419 341 206)

8 – 9th APC Logistics Marlay Point Overnight Race (Round 4 of Traveller Series)
Lake Wellington Yacht Club (lakewellingtonyachtclub.org)

8 – 9th Westernport cruise
Magnum Yacht Association (Paul Jenkins 0400 946 658)

15 – 29th Port Lincoln and Coffin Bay cruise
Magnum Yacht Association (Paul Jenkins 0400 946 658)

29 – 30th Goulburn River winery cruise
Ultimate Yacht Association (Andrew Mackenzie 0419 841 380)

APRIL 2014

19th 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

3rd Four Points race (Round 6 of Traveller Series)
Melbourne Trailable Yacht Club (Ron Parker 0419 002 946)

3 – 5th 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)

This Calendar is a guide only and is subject to changes as required.

Other Forthcoming Events:

- Royal Melbourne Yacht Squadron's **Australian Women's Keelboat Regatta** will be held over the Queen's Birthday Weekend from 7-9 June 2014. Australia's largest and longest running female only regatta includes 3 days of racing (this year in 2 divisions) and social events each night. All female sailors are welcome to compete, regardless of whether they are OTB or Keelboat sailors. The regatta website is www.awkr.com.au. If female sailors need help finding crew, a boat to sail or accommodation, contact Allicia Rae awkr@rmys.com.au or phone 03 9534 0227.
- APC Logistics **Marlay Point Overnight Race 2014**. 8th March 2014. NOR and Entry Form are available at <http://lakewellingtonyachtclub.org/marlay-point-overnight-yacht-race/entry-information>

From Ian Wallis

A minister was completing a temperance sermon.

With great emphasis he said, "If I had all the beer in the world, I'd take it and pour it into the river."

With even greater emphasis he said,
"And if I had all the wine in the world, I'd take it and pour it into the river."

And then finally, shaking his fist in the air, he said,
"And if I had all the whiskey in the world, I'd take it and pour it into the river."

Sermon complete, he sat down...

The choir leader stood very cautiously and announced with a smile, nearly laughing,
"For our closing song, let us sing Hymn #365, **Shall We Gather at the River.**"

And... the Adventures of Ron

One day during a game on the golf course Ron accidentally overturned his golf cart.

Liz, a very attractive and keen golfer who lives in a villa on the golf course, heard the noise and called out "Are you okay?"

"I'm fine thanks," Ron replied and introduced himself.

"Ronnie, forget your troubles. Come to my villa, rest a while, and I'll help you get the cart up later," she suggested.

"That's mighty nice of you," I answered, "but I don't think my wife would like it."

"Oh, come on," Liz insisted.

She was very pretty and very persuasive.

"Well okay," Ron finally agreed, and added, "but my wife won't like it."

After a restorative brandy, she insisted she could give Ron a massage.

Afterwards, Ron thanked his hostess for the exhilarating session he had with her.

"I feel a lot better now, but I know my wife is going to be really upset" he said.

"Don't be silly!" Liz replied with a smile, "Where is she, anyway?"

"Under the cart!" was Ronnie's reply!

Thanks Ian. Good to see the lighter side. If Ron can keep up, maybe his Adventures could feature more often? Ed.

Then, on a more practical note:

Towbar Locking Pins

If you've got a Hayman-Reece type towbar on your vehicle, and complain about how hard it is to get that locking pin out and back in again when fitting/removing the towbar tongue, There's an easy way: Remove the wire circlip and pin and clean them thoroughly with a wire brush. Take a quick trip down to Bolts & Fasteners, buy a can of Loctite Moly Dry Film Lubricant and then give both the pin and circlip a light spray till they are completely covered. Wait a few minutes till the sprayed lubricant turns a light grey and they are good to replace. A light spray into the holes in the towbar and the towbar tongue won't hurt either. Circlip and pin will now be easy to remove and replace. Lasts about 6 months! Too easy!

Thanks for that too Ian. Ed.

BeYC CCSC Challenge

by Mick Floyd, photo Bernie Young

The weather forecast was pretty un-inspiring, 40+ degrees and not much wind. As I drove out to Eppalock to pick up the Laser I made a few calls and it seemed I was the only one silly enough to be heading over to Cairn Curran for the annual "Challenge". I decided that it had to be done though or our reputation would be lost.

When I arrived I was pleased to see I wasn't alone. Jack Carroll was there with his Sabre ready to go. I think he was happy to see me turn up too. We had a pleasant lunch with the CCSC mob, keeping to the shade as the temperature crept up. The wind was coming and going and at 2:30 we decided to postpone for 30 mins. At the start there was a very light breeze but within a few minutes it strengthened and the race was held in a shifty 6-10 knot breeze with some stronger gusts coming through. Jack was having a hard time in the confused chop and didn't finish the race. I was sailing against a Finn (Craig), Tasar (Chas and Lorraine) and a couple of Impulses and a trailerable. After being caught on the wrong side of a shift on the first leg I was playing catch up for the rest of the race but didn't catch up to Craig or Chas.



I was pleased to see additional support in the form of Bernie Young as I arrived back on shore. After packing up we had a few drinks and a chat in the clubrooms while we waited for the results to be finalised. It was no surprise to find that Craig Ginnivan had won, Chas and Lorraine

Thompson were second and I was third. The Jack Ginnivan John Hawkins trophy was duly presented to Cairn Curran (see photo) and we headed home after a very pleasant day.

There was some discussion about how we could encourage better participation in this event (by both clubs) and I think it would be really good to make a special effort next year, when it will be our turn to host the day, to get a big turn out by both clubs.

But There is Better News!

It was great to see James Mahoney and his son Angus out at the Club, and good to hear that Angus is on the mend. James hasn't sailed this year but he's keen to get back into it and his plan is to enter the Timpenny Champs this weekend. Best wishes from everyone at The Club!

Then there are More Ordinary Events...

Campaspe Breaks Her Chain

by Rowan Gillies



Bernie Young took the above photo of the Club's control boat *Campaspe* when she was discovered aground, about 200 metres north of the Jetty at Lake Eppalock. Most likely, the mooring chain failed during the 40 - 60km SE winds on Monday 3 Feb.

Club member Lucas frost first noticed *Campaspe* the following day and, as he had other commitments that morning, he contacted me for advice. I asked Bernie Young and Doug Carswell for help and, once we were all at the Club, the recovery team assessed the situation, hooked up the Club's trailer, brought some car tyres down to the water's edge and lashed them to the tail gate of the trailer to serve as a buffer.

We reversed the trailer into the water until the lashed tyres were against the side of *Campaspe*. With Doug onboard the boat at the helm, we gently pushed her into deeper water and, once afloat, Doug took her back to the jetty.

A new mooring has since been laid and the recalcitrant control boat firmly secured.

Discounts from Magic Marine

If you're looking for a wetsuit, Magic Marine has offered BeYC members a **40% discount** on selected items to say thanks for choosing to work with them over the past year! Their offer ends on March 1, 2014, so check out www.magicmarineaustralia.com or enquire from drew@magicmarineaustralia.com The BeYC Coupon Code is - **MM-BeYC-2014**

Across the Top of the Gulf

By Don Ridge

In the mid 1990s, Don's son Graeme Ridge and his partner Lisa set off from Westernport to explore the northern latitudes in his old ketch. By the time they had reached Cairns Graeme had traded the ketch for the 39' John Pugh design steel sloop Black Swan. That's when Don went up to join them for an epic journey across The Gulf. Below are some extracts from Don's diary, starting on the afternoon of 27 June, 1997:



'The anchor came up at 1330hrs (Lisa having washed her hair). Firstly Northwards for a bit to get around the reef, then Southwards passing close in to Thursday Island to weave our way Westwards through Normanby Passage. I think we had the timing just right as we did not notice any of the infamous rips or currents, and although it was easy enough with two sets of leads, one would not want to treat that passage casually for there are reefs and rocks intervening upon what on the chart appears to be 'wide' water. This was motor sailing for the first hour – got to keep those batteries charged. Were abeam the light on Booby Island at 1700hrs, with a good breeze, when we changed course for a 300 plus Naut. Mile straight run. About this time a French small warship passed us close to port. We had a good hot dinner. I was on watch at the time, the wind had increased substantially and the significant swell was rising. This developed further, and by about 0400, when I was again on watch, I was a bit sick and uncomfortable. I learned later that Lisa had been sick for the first time ever on *Black Swan*. We had, however, made good progress – two reefs in the main for night

sailing in this stuff and full jib, for this first night.

Come daylight and into the morning the wind continued to increase steadily. I was sick again and went off food. We did not realize that *Jupiter Express*, a boat we knew and had been watching on the radar, was coming up to us soon after dawn until Adrian recognized us and gave a radio call. He was very vocal about the weather and wished 'that great high would move and stop causing these heavy winds'. They had taken a lot of water during the night and bunks in the aft cabin were soaked. All this and more from a guy who had many stories of years on trawlers in 'the rough Gulf'.

Very cloudy for most of the day. At times two of us would be on deck and the third head down – all the time, the auto-helm doing the steering. I did a three hour stint late afternoon, and then actually got in quite a good sleep.

About 2300hrs I relieved Graeme on deck, and at about 0300hrs the auto-helm gave up the ghost. Therefore it became a hand steer job, which was alright while a few stars were getting through, but by 0300 it heaved over completely. The compass was too far away from the helm for me to be able to read it, so there was Lisa, curled up on the cabin top under the spray dodger calling numbers from either the compass or the GPS, and me doing my best to 'feel' the angle of the quite sizable waves and swell.

The jib was roller reefed in to some extent. The boat was really moving and we touched 8.9 knots at times, which for a yacht like *Black Swan* is really fast – in the dark.

About 0530hrs a big one gave us a real thump and poured plenty of water over. Lisa thought we had hit something. The skipper, who was supposed to be asleep was out in a flash and furled the jib completely. Maybe I had put the bow under the one in front?

The 0630hrs weather forecast was for winds increasing to 35 plus, and by midday we were getting every bit and more of that. The swell became very substantial and the seas were quite short as the gulf waters are not very deep. From standing up on top of one, it looked a heck of a long way down to the trough. There was not really much wave on top of the swell, but nonetheless, there was quite a bit of breaking – small white caps all around. Eating was a bit haphazard, I was not engaging in such, and the stove went a bit contrary – there was nothing hot.

This was no balmy tropical weather cruise, but apart from feeling a bit squeamish and being annoyed because of that, it was interesting. I decided that the saloon was too big – too far between hand holds! It did not seem sensible for Lisa to have to call me headings, so I did a long late-afternoon stint at the helm – till sunset. I had a good sized bird for company for about three hours, taking a rest and a free ride, sitting with much wobbling on the biminy rail.

And so the blow continued – into Sunday night. It's easy looking back though, isn't it? About midnight, Lisa took over from Graeme and I stayed up, rather than getting up every hour to take a fix. We had a waypoint a few miles North of Bremer Island, so as to clear the shoal areas, before turning to come down into Melville Bay. Some time later I think Lisa might have thought I had become a bit finicky with frequent calls to alter course a bit, but she seemed quite intrigued when I called 'there you are, you put the boat within 50 metres of the Point'. Great thing the GPS. At 0220hrs it was obvious that we would reach Gove Harbour in the dark. Our speed was much less than the night before, and the jib had not gone up again – even by day. The swell had lessened a lot when we passed to the lea of shoals, and later Bremer Island. By 0315 the glow of the lights from Nhulunby and the harbor had become very clear. The sky had cleared to 4/8th and the wind was down to below 20 and dropping. Graeme started the motor at about 0400hrs. By 0500 we were in the entrance, which was well marked with lights, and we dropped the sail.

I was in wonderment. I was last here almost thirty years to the day when there was a bit of a bush wood jetty and nothing else. Now a huge installation and treatment works, a big wharf to load bauxite/alumina, general cargo wharf, tall structures here and there and various buildings. The area was all ablaze with lights – so much so that navigation lights were difficult to see.

Soon after the wharfs we made a '90 degrees to port' t go towards the yacht club at Inverell Bay. The radar set to 'largest scale' and showing a great clutter of images, which seemed top confirm the gathering of the fleet for the 'Over the Top Rally'.

Graeme played it very safely. We knew our GPS position was accurate, but a lot of yachts do not show their anchor lights and we came ever so slowly up into the lea of DeBelle Point to drop anchor at 0620hrs in what seemed to us quite calm water.

Made basically shipshape, and acknowledging that we were tired, went below whereupon Graeme had the stove going and in no time flat we had hot food and coffee.

It was not 'just a pleasure cruise,' and although once in a while there was plenty of water passing over the fan-tail and through the drains of the cockpit, not a drop got past the companionway. I really did appreciate 'having crossed the Gulf – having accomplished something'. For me it would have been a disappointment not to have had enough time to go further than Thursday Island.

We went to bed just as the sun was rising. It had taken us 64 and a half hours.

Thanks for that inspiring account of a great passage Don. Ed.

Position 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

Colin Nankervis
General Committee

Brown snakes have been spotted in the vicinity of the Club, so keep your eyes open and here's some advice from St John first aid about managing a snake bite.

SNAKE BITE

Managing a snake bite



Signs & symptoms

- puncture marks or scratches
- nausea, vomiting and diarrhoea
- headache
- double or blurred vision
- drooping eyelids
- respiratory weakness or arrest
- bleeding from the site
- breathing difficulties
- drowsiness, giddiness or faintness
- problems speaking or swallowing
- pain in the throat, chest or abdomen
- dark urine

Management

1. Follow **DRSABCD**.
2. Reassure the patient and ask them not to move.
3. Apply a broad crepe bandage over the bite site as soon as possible.
4. Apply a pressure bandage
 - (firm heavy crepe or elasticised roller bandage)
 - start just above the fingers or toes of the bitten limb, and move upwards on the limb as far as can be reached (include the snake bite)
 - apply tightly without stopping blood supply to the limb.
5. Immobilise the bandaged limb with splints.
6. Ensure the patient does not move.
7. Write down the time of the bite and when the bandage was applied
 - stay with the patient
 - check circulation in fingers or toes
 - manage for shock.

WARNING

- DO NOT** wash venom off the skin
- DO NOT** cut the bitten area
- DO NOT** try to suck venom out of wound
- DO NOT** use a tourniquet
- DO NOT** try to catch the snake



In an emergency, call triple zero (000) for an ambulance

For more information on St John first aid training and kits, visit www.stjohn.org.au or freecall 1300 360 455

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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.

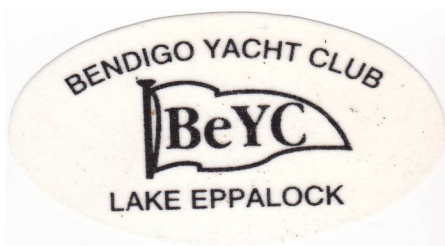
If anyone would be interested in purchasing a sun smart long sleeved polo shirt, please let us know at the canteen.



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:
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Bendigo, Victoria 3555*

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