

The Eildon Boat Club Experience

# Watermark

## AUTUMN 2015

**Mansfield**

10 Favourite Things

**Bike Riding**

Man vs Machine

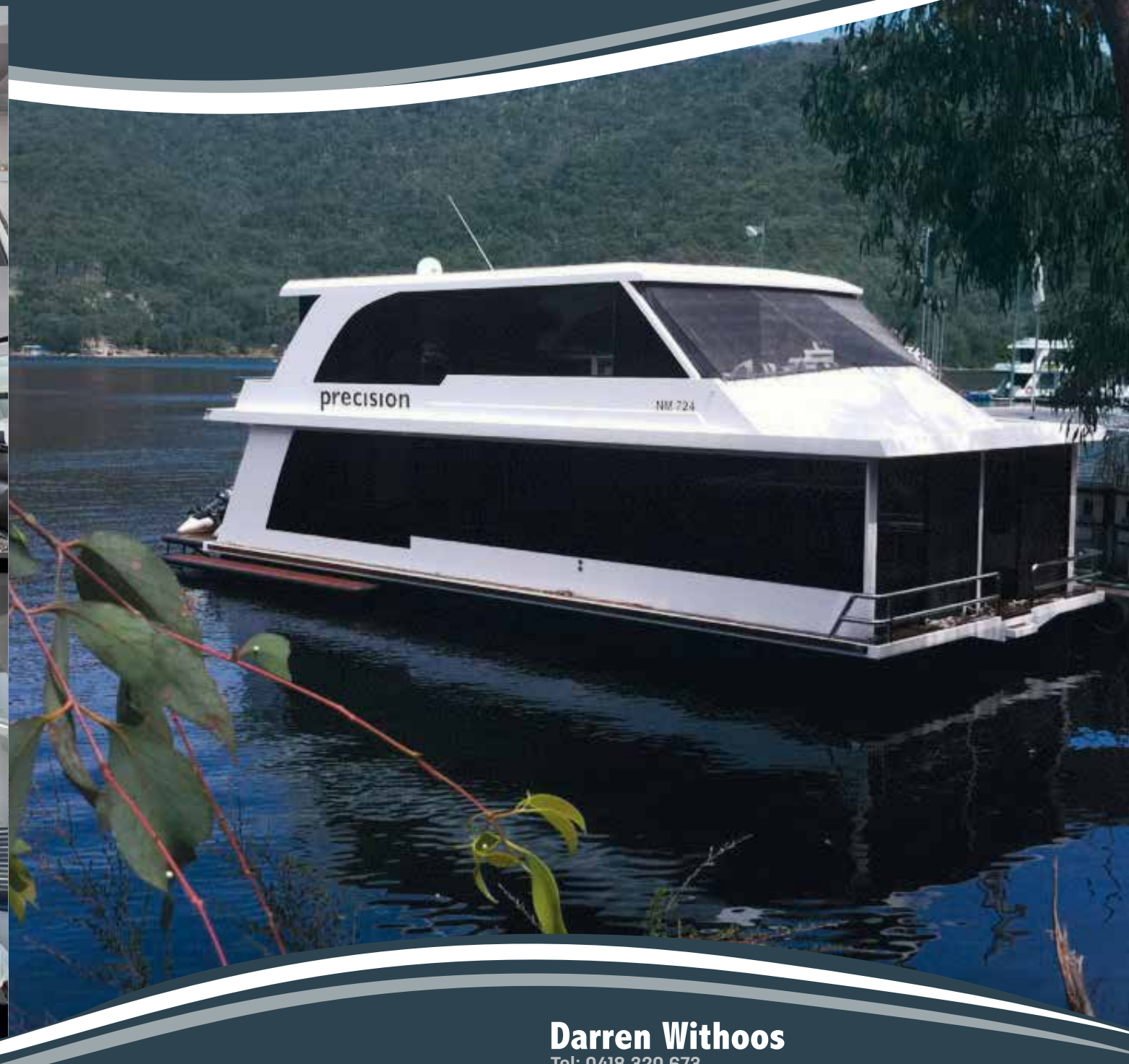
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FRONT COVER  
NYE: one of the social highlights  
IMAGE: Nicky Sanders

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EDITOR'S NOTE

No matter how much of an optimist you are it's extremely difficult to remain unaffected by many of the frightening events occurring across the world presently. It's little wonder then, as humans we continue to seek protection and solace from places and people that make us feel safe and protected from these perceived threats. Lake Eildon or more precisely EBC could well be described as a big comfy cushion, a place that not only represents but fosters camaraderie - well-defined by its very definition - mutual trust and friendship among people who spend a lot of time together. This issue of Watermark embraces this underlying theme exploring the Eildon gods, the joy of riding, the many shared events and experiences, friendships, and family fun. We also visit Mansfield via water, look back at the evolution of houseboat design and tour the interior of one of the new larger boats to hit the harbour.

ENJOY. SILVER BARRY

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## Commodore

I trust everybody had a memorable and enjoyable time at Eildon over the Christmas break. The weather conditions were challenging at stages, and the wind is our enemy while house boating but it adds to the Eildon experience. With the water levels remaining reasonably stable in the 70+% range, there were plenty of parking options around our banks. Some took the opportunity to park out early to enjoy that perfect position.

Our social calendar over Christmas kicked off with the New Members lunch on the 28th. It was a great occasion for our new members to get to know the Board and Management of The Club and to make some new friends on the day. The lunch was superb, and everyone had a chance to tell us a story or two about their newly discovered lake experience.

This year to celebrate the New Year we staged a Mexican Themed New Years Eve Party at The Clubhouse and from the fabulous feedback received, all those that attended had a fantastic night.

The next social event was the always popular Family Fun Day. It is pleasing each and every year to see the excitement of the kids as well as the more mature, as they participate in the many events on the day. I did get a little nervous when my name was mentioned as a

contender for the dunking machine, but my day was saved by our Social Director Cameron, who was unceremoniously dunked and the over excited kids that were keen to follow his lead. Thanks guys. Congratulations to all the award winners on the day.

On January 5th, we had the mystery Jet Ski ride and lunch. This was one of the best Jet Ski rides we have done, the weather was perfect. Chris and Elley had us jetting around, sorting through the clues to reach our final destination at the Sticks restaurant in Goughs Bay for a delicious lunch. Well done guys, it was perfect.

The highlight of our social calendar in my opinion was the Mystery lunch. We had two full, noisy buses deliver us to the Little River Winery at Taggerty, which was about a 20-minute journey. The setting was unbelievable. We had a hot day where shade was very welcome, a thunderstorm and rain for about five minutes, to cool things down, and a two piece band that entertained us. In all, the perfect day. The noise from the buses was amplified on the return journey; with the sun setting on our great day with a few cool/quiet ones at The Clubhouse. WOW, not sure how we can raise the bar from here but Daryl and Nadine seem to be able to do it every time.

I am pleased to report that there were no major incidents or accidents over the season. The Club was looking its best and the restaurant was superb. I would like to take this opportunity to congratulate and thank our Board, Management and Staff for their professionalism and attention to detail that makes us all proud to be members of the Eildon Boat Club.

Enjoy the tranquility of autumn on the Lake and safe boating to everyone.

ROB DAVEY

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# General Manager

Even after four summer seasons it still surprises me how quickly we get through the holidays. Put everything into action we have worked hard on in the lead-up to and seamlessly and successfully celebrate all the events planned to entertain the members and showcase EBC's facilities and capabilities.

Our ambitious Capital Expenditure programme continued to improve the Clubs facilities and infrastructure throughout the summer with a new decked pizza oven installed in the kitchen and major shed builds nearing completion, commencement of our road/marina infrastructure extension on The Point, as did our internal management to dropping water levels without affecting our membership use of the harbour. Ongoing grey water education and several successful launches of the new large boats rounded out this significant period. Pleasingly wind and heat played little or no havoc with the harbour.

However, the varying weather conditions did provide the ideal testing grounds for the new breakwater system with final weighting near completion - another success. Additionally EBC staff across all areas of the Club managed exceptionally well often under some challenging conditions or pressures.

Departmentally our Food and Beverage operation enjoyed a reliable financial income along with providing a quality service. Our Watermark publication is now celebrating a success not previously experienced and our operational budgets are well on forecast for the year end.

Our on lake services proved to be very successful showing good returns as did the wakeboard camps and POP up SHOP.

This season as always our focus was on membership services and satisfaction and after some staffing and other challenges early on these were met and exceeded as reiterated from membership gratification. I thank all staff of Eildon Boat Club for their attentiveness and dedication over this period from our office/accounts, food and beverage through to our on the water/land operational.

Following the delay in engineering certification of our harbour and after many conversations with concerned membership our replacement marina program now resumes with the order of steel due and works to commence ASAP.

As the water levels creep down we start to implement best marina practises to accommodate the variations. Over the coming weeks we will be managing the harbour with the intention of minimal membership disruption but we do ask for assistance in accommodating any requested moves, remembering that these are only on a temporary basis and will reduce total overall Marina movements.

Member's assistance is as always needed for promptly due as well as outstanding account payments including new boat fees as it is vital to balancing our financials successfully to manage the ever-increasing demands of such a diverse club. As General Manager, I am looking forward to working with our Commodore Rob Davey in his last year as Commodore elect and continuing to produce a quality product in marina and club services.

DARYL POTTER





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# The Board

Fellow EBC Members, I do hope that you have had a great summer and enjoyed all that Eildon, and EBC has to offer. We are fortunate to have this wonderful resource hidden in Central Victoria. The water pleasingly has also remained at relatively high levels.

I am sure that you will agree your club has had an excellent season, with many terrific events from Sail Past to Australia Day and everything in between! The Bistro and bar have been busy with general club and private events. My family and I have personally enjoyed a few.



Change is well and truly upon us as we see the new bigger boats entering EBC as both new larger boats and a number of extended existing boats. Balancing these developments is the legislation requiring grey water treatment systems to be installed on all houseboat ownership transfers - effective 1 July of THIS YEAR. While there will be a cost to boat owners, the regulations will benefit all lake users with cleaner water quality, something we will all enjoy particularly when we swim or shower in popular inlets. Your Club Board and Management continue to work on both of these major issues for the best outcome for all members. Following the floating of the new breakwater, the Capital Works Program persists with the marina replacement

program addressing the final three marinas, new shed builds carry on, plus other initiatives around the club. Again a reminder to please pay all of your accounts on time, EBC is your Boat Club, not your bank.

One observation I have made over the summer period is that of the strong camaraderie of our Club. I have thoroughly enjoyed the welcoming environment, the polite and friendly nature of fellow members, even just passing total strangers within the EBC. Members helping older members up to their cars, even the patience and friendly chat and banter between fellow members on the boat ramp on a Sunday night - despite that fact we are all equally keen to get home and our wife/child is struggling to line up the boat and the trailer! And I'm sure it is not solely because of my "creative" boat handling skills that members from 2 to 3 different boats often come out onto the marina to assist me to tie up - but it is the wonderful sense of community and altruistic generosity. Whether dealing with other members or EBC club staff, it seems Members have a collaborative "team approach" manner, rather than the sometimes more stressful style we leave behind us in Melbourne. We are fortunate to share this simple "pay it forward" mentality in our wonderful not for profit club. There are many many examples of how the Eildon Boat Club has a supportive family-like attitude.

Excluding the odd oversight of a miss-parked car or similar frowned upon indiscretion, I have to say that I have been struck by this generosity and consideration of our fellow members over the summer. At the end of the day it is our Club, it is us the EBC community who set the friendly tone and the culture of our club. While the Board may establish the tangible rules, and it is the EBC Management who enforces the rules, it is US the membership that live the intangible values of the culture of our EBC. Our culture is the "right way" or "our Way" to do something. Each and every one of us are custodians of this culture. From my observation with the sound stewardship of the EBC Management and staff, we the Members can be very proud of the Culture we are engendering and passing on to our next generation of EBC Membership.

See you on the water

ROB MCGEARY



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# mark your diary

# 2015

<p>march</p> <p>Labour Day Long Weekend</p>	<p>march 6</p> <p>Live Pub Style Entertainment</p> 			<p>july</p> <p>Mystery Dinner</p> 	
		<p>march 8</p> <p>Canteen Watersports Day</p>	<p>september</p> <p>Club 100 Luncheon</p> 	<p>october 3</p> <p>AFL Grand Final Luncheon</p>	
	<p>april 3</p> <p>Good Friday Luncheon</p>				
	<p>april 5</p> <p>Easter Sunday Eildon Golf Day</p>	<p>october 30</p> <p>Sail Past Opening Weekend</p> 			
<p>april 25</p> <p>Anzac Day Dawn Service</p>		<p>june</p> <p>Queens Birthday Long Weekend</p>	<p>october 20</p> <p>Annual General Meeting</p>	<p>december</p> <p>New Members Luncheon</p>	<p>december</p> <p>New Years Eve</p>

\*All event dates are correct at time of print, we recommend checking with the EBC office for possible date changes.



social

## It's Very Social

WORDS: Cameron Dwyer

Following a hugely successful round of events over the summer period, we now find ourselves looking forward to some shorter days, cooler nights and quieter times on the lake - autumn. But do not despair we have some great functions on the social calendar over the coming months. Experienced members will know to book early to attend. New members or members who haven't participated in EBC functions before should really consider trying out our events. We always take on feedback and are not afraid of new ideas or suggestions so get involved and make the most of your club.

Labour Day weekend kicks off on Friday 6th of March this year. Traditionally we have staged a Canteen charity auction on the Friday night but this event no longer appears; we have now decided to have a good old fashioned Pub night with a Band. That's correct, no auctions, no speeches and the only time you dip your hand in your pocket is for a drink or something to eat. This is always one of the busiest weekends of the year and the perfect way to kick it off. Come along and catch up with old friends, make some new ones and generally let your hair down for a few hours. The band will be awesome, as we have secured the Duo that entertained us admirably at the recent mystery luncheon. They liked us, we liked them and they have already claimed that they will have The Clubhouse rocking.

Easter! What an excellent time to be at the lake, a mini getaway that heralds the end of the boating season for many, but let's keep the good times rolling. Thursday night is the new Friday night as the club will be open with full bar and Bistro and a holiday the next day. Say no more!

Easter Friday is all about the seafood luncheon. This is a feast not to be missed and a great event at the club. As usual a spectacular theme

will adorn the room and the seafood will be in abundance. There will be a couple of auction items and collection for the "Special Kids Charity" as our charity of choice. So book early, enjoy the "fruits de mer" and have a memorable afternoon at The Club.

Easter Saturday is an ordinary trading day and night at The Club.

Easter Sunday will host the Annual EBC Golf Tournament; the competition will be staged at the Eildon Golf Club then back to EBC for drinks, food and presentations. With over 30 official EBC Golf Club members, this is sure to be a big day. But you don't have to be an EBC Golf Club member to join in... but why not join for a small sum and become a part of our fastest growing internal club. Sort your teams of four and get in early. Don't forget there are always some great prizes to be had.

ANZAC Day, of course, is honoured on the 25th of April, which this year falls on a Saturday. With 2015 marking the solemn occasion of the 100th anniversary of the ANZACS, EBC plans to show our respect, we have organised a 6am dawn service at the EBC Clubhouse. We will tune into the Melbourne dawn service at The Shrine of Remembrance via our big screen and pay our respects, remembering those that fought and fell. We hope to have our own bugle calls during the morning along with a wreath laying, and representatives from armed forces in attendance. Please all get behind this and join in. Many people say they have always wanted to attend a dawn service so this is your chance. It is also rumoured that along with the ubiquitous Anzac biscuits, lamingtons, cold pots and hearty cooked breakfast that morning, that the other Anzac Day tradition of "Two-Up" school may well be there on this one and only day it's legal.

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## Little River Wines of Taggerty



Philip, Christine, Ben and Emma Challen had great pleasure in hosting the January Mystery Lunch at Little River Wines and would like to thank the Eildon Boat Club and Members for their genuine interest, graciousness and fantastic sense of fun. We look forward to your next visit.



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# WATER

## Houseboat grey water update

Goulburn-Murray Water (GMW) will continue to provide updates to Lake Eildon Houseboat owners about the Jerusalem Creek barge, the outcome of meetings with grey water unit suppliers and installers and other issues related to meeting requirements for grey water systems on vessels.

These topics were raised by houseboat owners who attended one of the four information sessions held at Lake Eildon and facilitated by GMW Recreation & Land Management Officer Jeff Harrison during January.

Jeff thanked the 200-plus houseboat owners who joined the meetings saying their input on issues related to grey water system requirements to the Victorian Government's Water (Lake Eildon Recreation Area) Houseboat Regulations 2013 and other houseboat operations was invaluable.

Under the Regulations, a grey water treatment system is required for:

- All new houseboats;
- For houseboat licence transfers to be approved by GMW after July 1, 2015; and
- All houseboats by July 1, 2020.

"I will now compile a question and answer sheet based on the feedback received, which will then be circulated to all boat owners, either by direct

email or through the respective marina operators," Jeff said.

As well as distributing the fact sheet, GMW will:

- Have discussions with existing boat owners who already have grey water treatment units fitted to confirm if units are operating effectively;
- Meet with grey water unit suppliers and installers to discuss any outstanding operating issues with existing units and the potential for current suppliers to be able to supply and fit units to all vessels July 1, 2020; and
- Follow up on operational issues associated with the Jerusalem Creek barge including, pump faults, lack of operating instruction signage and the need for GMW notify houseboat owners when the barge is unavailable due to the transfer barge being emptied.

For more information about the regulations, visit the Lake Eildon Houseboat page at: [www.g-mwater.com.au](http://www.g-mwater.com.au) or contact Jeff Harrison on [jeff.harrison@gmwater.com.au](mailto:jeff.harrison@gmwater.com.au) 1800 013 357



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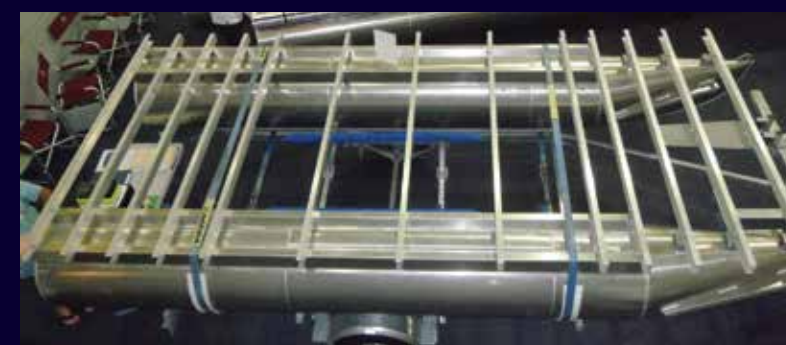
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## CFA Country Fire Authority

Members of Eildon Brigade hope you all had a great Christmas and New Year. From our fire and rescue boat point of view, it has been reasonably quiet to date this season. The credit for this perhaps should go to careful lake users and presence of both Water Police and Transport Safety Victoria. Keep up the good work.

While trying to think of a topic for this article, it happened that we met with Jason Reynolds (LSC) from the Water Police. The discussion related to informing Vic Police of lake incidents. For example, if we are called to assist Ambulance Vic we

understand that, as the responding agency, Ambulance Vic notifies the Police, not CFA, etc. Over a coffee the discussion moved to 'collision at sea' and the maritime laws that cover this.

Firstly you may be aware that all inland waterways, navigable rivers, estuaries and seaward to our national boundaries are covered by the Uniform Shipping Laws Code, the USL code. This is a national law enshrined in all State laws as well. Word of warning though if you want to download these rules as they are contained in a document of 18 sections and total physical thickness of about 50mm. The USL Code applies mainly to domestic, commercial shipping. This includes the CFA Fire Boat. The USL code is enforced by State and Federal Police.

Our friendly policeman was explaining that the USL code is very harsh when applied to

recreational boating. He gave a hypothetical example of someone with all the correct gear and operating at a very safe speed, say in a small dingy travelling at slow speed, nudges a mooring point and a minor injury occurs, the penalty could be very high indeed. This is a COLLISION at sea!!

So, what is an accident at sea, involving significant damage or injury? It is colliding with a fixed object like the shore, the bottom, a submerged object (tree), a jetty or a marker pole. It could be with a floating object like another boat, pontoon, a buoy, a large floating tree or even an iceberg. Moreover, folks this applies on Lake Eildon with the exception of the iceberg.

If you are a commercial boat operator, a collision is automatically considered your fault unless you can prove otherwise. It now seems this could be applied to recreational boaties as well.

As a footnote, we are aware of an incident some years ago where a boat similar to ours hit a shoal off Point Lonsdale in Port Phillip Bay and injured a fellow worker. The skipper was suspended and faced a stiff penalty. However, he proved that the shoal was not marked on the Admiralty chart, and he received no penalty.



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# Houseboats - Floating some Ideas

WORDS: Jim Darby



The idea of living on the water goes a long way back, probably as far back as the first boats were floated.

A home on the water has always appealed to peoples' sense of adventure and freedom; a new home in a new setting.

Houseboats have historically been built from whatever is locally available and appropriate – look at Kashmir, where coir rope and timber are still the essentials for the exotic houseboats on the lakes there, dressed up with some fancy and colourful fretwork.

They were originally old rice transporters, built with facilities enough for boatmen to cook and sleep in; now they're deluxe accommodation.

Huckleberry Finn's raft had a "wigwam (tent) for sleeping, a light and a place for a fire." Another adventurer – although this one non-fictional – the Norwegian way back in the 1940s uncovered some illustrations made by Spanish conquistadors to make a craft from balsa logs that would be a house of sorts for his crew and himself in his epic journey across the Pacific from South America to Polynesia.

On Australian waters, it's the same story, with larger cabin-style boats evolving into houseboats and the building, maintenance and trade of them evolving into a highly-skilled industry.

Early Australian houseboats, like the Mimi Jane which now forms part of Eildon's Heritage Precinct, were literally a shack on a pontoon.

Peter Fletcher, who runs Houseboat Sales in Eildon, has been in the business in the area since the 1990s. He says when he arrived, the quality was already there in the boats being built, but early on "they were pretty basic. A lot of them were built in backyards and sheds, by the home builder.

"Many of those backyard builders didn't have a lot of design experience, and were building boxes on pontoons which didn't look too good," Fletcher said.

But there are two sides to that coin: "the view from a \$2.2 million houseboat is just the same as the view from a \$50,000 houseboat."

That aside, in much the same way as house-building has developed, so has houseboat

building, with new materials available for internal and external construction, clever and more capable appliances.

"Probably in the early 1990s this change started," Fletcher said, "now every boat being built is better than the last one.

Peter Raaymakers at Eildon's The Houseboat Factory has also been part of this evolution, first as a houseboat-owner and more recently as a builder and renovator.

While the old 14-foot wide boats with a plywood structure were better than a caravan on a pontoon, they were comparatively basic.

"You'd just find a couple of small batteries with little lights and a car radio, and a gas hot water service. I had friends whose hot water ran out of the motor, from their radiator and this gave them warm water to have a shower," Raaymakers said.

"There was just a drop toilet in a holding tank. Now it's starting to change to electric mulching toilets."

Size has also moved on, from that old 14 foot wide model. "Now you can go up to 60 foot by

about 25 foot in width, with an 8 foot backboard if you wish. You're looking at 68 feet at the max," Raaymakers said.

Motors have also changed dramatically; from a mix of outboards and inboards, with some of those inboards being old car motors, they are now almost entirely purpose-built inboards.

And inside, "they're like apartments now, they're a hamburger with the lot and have everything that opens and closes and can even be remotely operated by mobile phone.

"Houseboats have three or four big TVs, log fires, home theatre systems, air conditioning, electric heating. All of it running off solar power," Raaymakers said.

Peter Fletcher agrees, and says most buyers are looking for "a three-bedroom houseboat, with good solar power, electric fridges and big living/entertainment areas so they can have a lot of people on board.

"A good solid boat, 20 foot by 45 foot is still a good size, but the bigger ones are looking pretty special at the moment.">





Fletcher expects the development won't stop, that there are some very talented people involved in houseboat design and construction building some "beautiful boats, bringing in new ideas, using new materials and creating jobs in the area.

"It's a great industry, people working in it find it extremely interesting. Every boat is different, with different challenges and different ideas and designs. It's come a long way," Fletcher said. Indeed it has, from largely unregulated origins, bodies such as the Lake Eildon Houseboat Industry Association and the licensor, Goulburn-Murray Water, have developed guidelines and are implementing standards for houseboat building.

There are currently around 740 licenses for recreational boats, and another 40 or so for commercial hire boats, with Goulburn-Murray Water set to release a further 30 licenses in the coming years.

It is expected they won't be released all at once, but more likely at a rate of about five per year from 2016.

With those new licenses and the turnover of existing houseboats, there is the potential for 15 to 20 new boats to be built annually, providing the foundation for a successful industry.

And so the evolution continues. Houseboats have changed and improved in much the same way holiday homes have. Perhaps the resounding difference will always be the lawns or lack thereof.



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Lake Eildon is a magical place nestled amongst the mountains and their valleys; it is a very special environment providing the venue for families to spend many great quality times together on their dream holiday home on the water.

Each of us is different (thank heavens), with different likes, expectations, needs and budgets. Houseboats are all different as well; each has its pluses and minuses.

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What really gives Mike a buzz after assisting with the purchase of a holiday home is seeing the family enjoying the "Magic".

#### SALES OFFICE:

The HCHS Sales Office is located on the Lake's edge, at the largest Marina Complex on Lake Eildon, at the Eildon Boat Club. We will be complementing the services it provides to its Members and their guests as well as servicing all marinas on Lake Eildon. New HCHS Sales Window Display NOW OPEN in Eildon Shopping Centre.

#### "LIFE'S BETTER WITH A BOAT"

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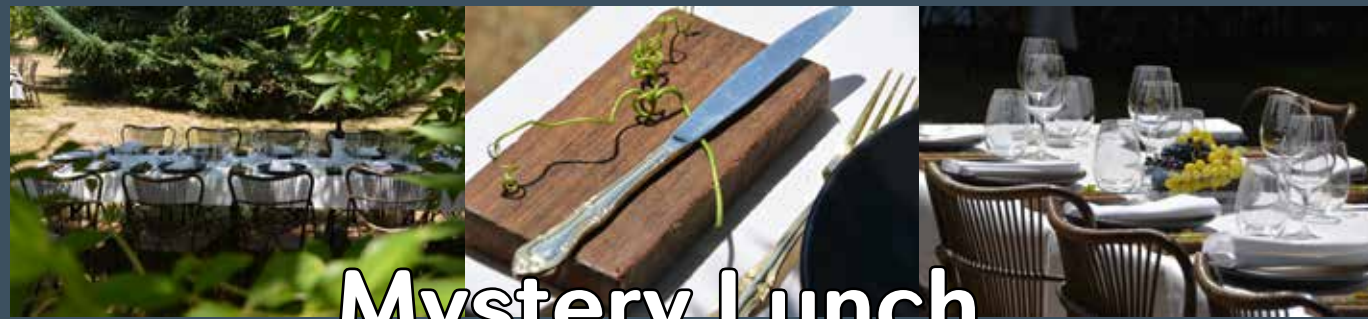
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## Mystery Lunch



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in the kitchen

# Piece of Paradise

Takeaway food is all about ease and convenience and with everyone leading increasingly busy lives it makes perfect sense that spending time in the kitchen is sometimes not a priority. EBC takeaway pizzas are the answer. Following the craftsmanship of traditional pizza and quality produce, using only artisan handmade dough and cooked to perfection in the newly installed stone based oven.

Topping ingredients are sourced locally and our menu changes with the evolving seasons. Every pizza is created using simple flavours to complement the handcrafted pizza base, cooked to perfection in the stone based deck oven. All menu items available, including sides, salads and desserts, are served in biodegradable pizza boxes and can be delivered directly to your houseboat with just one

phone call to The Clubhouse.

Classic and traditional Italian influences of Ham and Pineapple and Margherita are some of the clear favourites, as are the Mozzarella and Prosciutto with roasted vegetables. Seasonal and time honoured pizza tastes include Prawn, Zucchini, Rocket, fresh herbs and Ricotta. Salads, garlic bread and desserts are also in the pipeline.

The streamlining of this added service for the members is the perfect answer to a long week and a couch potato evening.







# Little River Winery - Mystery Lunch

MYSTERY SOLVED!

A great event needs an excellent venue and as the recent secret destination for the annual EBC Summer Mystery Lunch - Little River Winery at Taggerty did not disappoint.

Some of the wines featured on the day included the Taggerty Sparkling Brut 2011 Vintage presented to guests on arrival, along with chilled beers and accompanied by a selection of canapés. Guests were encouraged to take their seats for the next course of grazing platters complemented by the 2013 Estate Chardonnay, 2010 Cellarhands Shiraz/Cabernet, 2011 Forgotten Hero (Petit Verdot grape variety) and the 2008 Reserve Shiraz. Dessert and dancing completed the afternoon with locally made delights of tiramisu and cherry ice cream and the Sparkling Shiraz NV.

The tables were nestled under the myriad of tree varieties, across the park-like garden setting. Each table was laid with white starched linen, sophisticated cutlery and Riedel glassware offset by the EBC handmade individual wooden bread and butter boards; simply stunning. The food platters were works of art, laden with local gourmet delights, fresh herbs and delicious

relishes that just kept coming. The service staff were not only highly professional, adorned in their uniforms and black aprons but friendly and eager to assist. The Challen family manned a small marquee nestled in the gardens with their wines and poured tastings throughout the afternoon.

The band also set up under the trees. It was a 39.5 degree day, with a thunderstorm striking directly overhead, showering the guests with rain for 10 minutes or so during the mid-afternoon! But the guests didn't move, they just laughed, tucked themselves in under branches and a few umbrellas and took the vagaries of the weather in their stride. Some people strolled amongst the tall gums and Blackwoods along Little River and a few ventured into the water to cool off. When the rain started, the band swiftly relocated themselves and their equipment onto the large verandah and barely missed a beat and the guests, well they just kept dancing! It was an absolute hoot for guests and staff alike.

Following a midday arrival, the buses departed with the happy guests around 5pm delivering them back to the EBC Clubhouse for a final palate cleanser.



# Mystery Jet Ski Ride

RIDE LIKE THE WIND

The day of the Mystery Jetski Ride dawned beautiful and hot and by 9am there was a good turnout of jet skis, riders and pillion passengers collected at Number 1 jetty. Oh and Ron and Helen Cuthbert in their day barge - special dispensation for older club members!

The riders followed clues, solved puzzles, studied maps, told jokes and our favourite – drank the most terrible tasting drink the EBC chef could concoct! With the women in the Frahamer family hailed as tough ladies, as both Heidi and Wendy took on the challenge of drinking the drink!

Ron and Helen had us in stitches when Helen refused the mineral water chaser for her own “special bubbles”! John Fautley drank heartily but unfortunately lost points for bad language!!

Our ride ended up at “Amongst the Sticks” Restaurant at Goughs Bay where everybody enjoyed a delicious lunch. We were worried because there were some late arrivals – where were they? We needn't have been concerned about our missing members though as Simon and Anne Cuzens along with Julie and Steve finally arrived in commanding style.

The scores were close with Simon and Anne level with Noel Courtney.

The judges awarded an extra point for coming in style, with lights flashing!

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# Beware the Lake Eildon Gods

WORDS: Cliff Smith

Last issue I wrote of the need to be mindful of situations that can trap adventurous or naïve youth as they go about discovering the joys of boating at Lake Eildon. One might speculate that these traps are set by the Eildon Gods, constantly watching over the lake and challenging its players.

I've known the Gods' wrath to be felt by those ignoring basic rules and regulations set for our safety. It has also recently become clear that retribution will find its way to those prone to the odd tall or embellished story. My comeuppance arrived on the most sacred of days on the EBC calendar, Sail Past.

Frequently, I've written of the need to make a pre-season visit to your houseboat, ensuring all is shipshape for your holiday. I took my own advice last year and resolved some issues in time for Sail Past the following weekend. So naturally, I expected everything to be running well when I arrived on Sail Past eve. Instead I found the fridge at room temperature. I reset the

circuit breaker with expectations of cold milk in the morning. Alas, morning came offering warm milk.

My son, Nathan, and his family were heading up to use the houseboat that afternoon. They needed a working fridge. There was only one thing for it, I high-tailed it to Melbourne to retrieve the new fridge that had been waiting on my garage floor for months. There's nothing like a deadline to get a job done.

The five hour round trip gave me plenty of time to contemplate the recent hand I'd been dealt. It occurred to me that my writings for the EBC magazine over the years may have caused embarrassment to some members. Was this my just deserts?

I planned to get the new fridge out to the houseboat via the cruiser jetty and load it onto the club ute for transfer. Back on my houseboat, I prepared my dingy to pick up the club ute. Usually I keep my feet dry by getting into the dingy while it's still on the duckboard. Then I use a remote control to

lower the dingy onto the lake. The dingy had been safely stored on the duckboard for months and I failed to notice that it was closer to the rear than usual – so while the Gods watched gleefully, I failed to lower it enough before getting in.

I moved toward the rear of the duckboard to attach the fuel line and being well above the water, the dingy tipped on its keel and rotated enough to dump me unceremoniously into the water. I'm sure I heard the Gods laugh as the dingy slid off the duckboard and plummeted upside down into the drink. When I surfaced the laughter was still ringing in my ears but it was coming from a few boats away.

The loudest laughter came from Joe Capicchiano, someone I'd embarrassed in a previous column....

I managed to secure the submerged dingy and sometime later, with the help of four club workers and a work boat, it was back on the duckboard the right way up. Besides a bruised ego, I wasn't injured and the boys

from Eildon Outboard later picked up the dingy to fix the drowned engine and ruined shade cover.

I wish to sincerely thank all those who gave help and support during this incident, the member camaraderie is why I treasure being associated with the Eildon Boat Club.

The Gods have a bizarre sense of humour and yes Joe, they did get me back in spades for writing about you on that foggy night.

And the fridge? With the help of others, the new fridge was trolleyed to the end of the cruiser jetty, lowered onto the ute and transported safely over troubled waters to my houseboat – only to find the old fridge now cold and functioning perfectly.... And I missed Sail Past.

Here's to a clean slate from the Gods and a safe and pleasant 2015 on the lake.



# Tips 'n' Tricks

WORDS:  
Cliff Smith

## CRACKING IMPELLERS

When the rubber impellers in the water pumps of boats and generators crack, pieces of rubber can break loose and reduce the efficiency of the pump. The rubber can also block the heat exchanger and cause the engine to overheat.

This happened to my generator in 2013 and then to my speedboat at the end of last year. Conveniently, I had Eildon Outboard Services fix

the water pump ready for a trouble free 2015.

## BATTERIES & BILGE PUMPS

My speedboat engine is a Mercruiser. It has always run perfectly until this year when it started blowing black smoke and was hard to start. This indicated that it was running rich, which was a worry

to me as the battery was running down.

It's not uncommon for a small amount of water to seep into a speedboat. The bilge pump controls this but can also drain the battery. A handy bit of kit is a portable bilge pump with a long lead and alligator clips that can be clipped to any battery. The bilge pump on my speedboat had burnt out and the portable pump kept me operational until a replacement could be fitted. The portable pump has also come in handy with a rain filled dingy and even to pump out someone's jet ski that was sinking at the end of my marina.

Pro Classic Marine installed a new pump in my speedboat and checked the battery. The starting problem had exhausted the battery, with a new one installed the engine problem was resolved. It seems there wasn't enough voltage in the battery for the engine control module to properly regulate the fuel flow.

## OVEN ISSUES

When our houseboat gas oven stopped working I rang plumber Chris Simms for help but the issue was electrical. Wanting a simple solution I asked Chris about installing a new oven – not so simple as it turns out.

Ten years ago we had a new kitchen installed. It was built around the existing oven and neglected to include a gas tap or electrical access panel

that would allow for easy disconnection of the oven. However, it turns out this wasn't the main problem: regulations from Energy Safe Victoria applying to cooking appliances on boats were written specifically for ocean going yachts. They state that if the flame goes out, the gas supply must automatically cut off. This is reasonable for vessels operating in rough seas but questionable for houseboats. Not many new, gas cooking appliances comply with these regulations and the installation instructions often state: "this appliance is not suitable for marine application."

You may not be able to get gas compliance certification if your new gas oven isn't suitable, this could be an issue in an insurance claim. Energy Safe Victoria requires that all boats are regularly checked and comply with the regulations. A licensed gas fitter can only issue certification if your appliances comply with the regulations.

I ran into Rod Spooner recently and explained the problem. He told me that they only install electric ovens in all the boats his company builds. Luckily, our oven came good but when it does finally die we'll take Rod's advice and install an electric oven. Another option might be to use a Weber Q style bbq for cooking.

## FRIDGE UPDATE

I can now report that the new 240 volt fridge is a great improvement on the old 12 volt fridge. The solar system can handle running both the fridge and TV during the day however, it's a good idea to keep the batteries charged above 98% once the sun goes down, otherwise there may not be enough power to run the fridge until morning.

A couple of times I had an issue with the fridge inverter dropping out. I discovered the cause of this to be running the generator when the main inverter was also switched on.

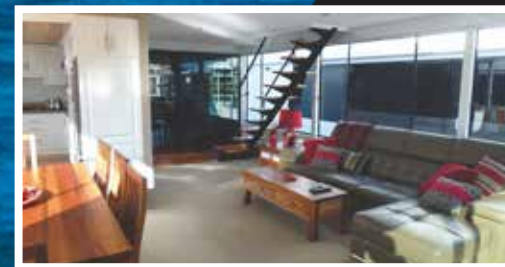
## TOAST

Toast: a staple for breakfast. A cheap folding camp toaster that sits on the stove top is my favourite houseboat toaster. These cook toast so fast that you'll probably burn a few slices at first! Once you get the hang of it you'll get great toast without drying the bread out.

## MAGGOTS!

If you are into catching fish, this tip comes from an old timer who ties a sheep's head to a tree above the water. This is not to keep other houseboats away! Instead, the idea is to lure trout in as the maggots drop into the water. You still have to catch the fish, but you don't have to go looking for them.

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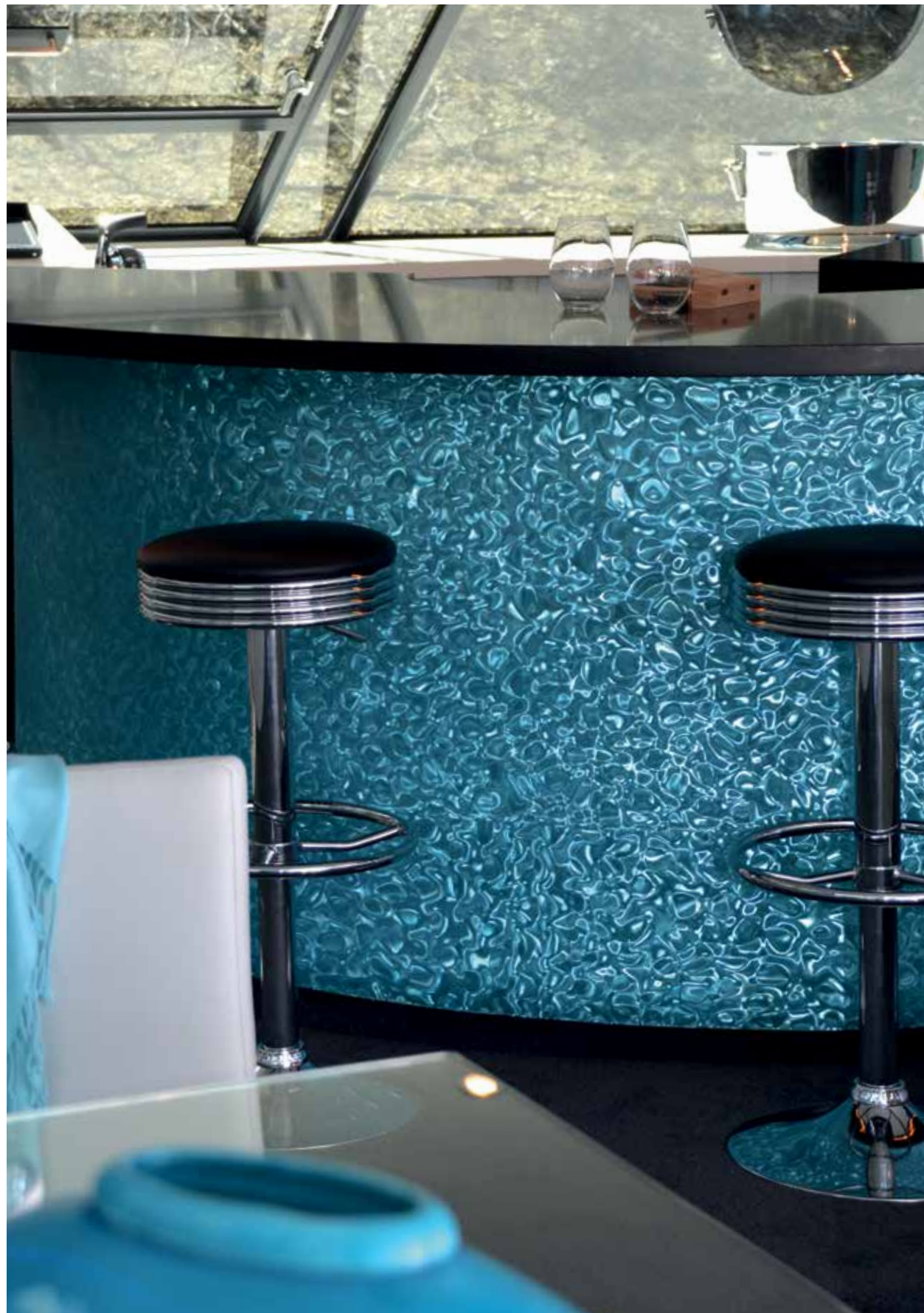


# Nothing to Lose

For members John and Nicole Fautley, Lake Eildon and their new larger than life houseboat “Titanium” are more than just a “lake change” essentially it is a way of life for them and one they don’t see fading anytime soon. Just like one of those classic Saturday afternoon movie love affairs, the kind that never dims. >







John has been visiting the Lake since he was three years old; his parents owned a houseboat many years ago. With Nicole having only recently been sold on the wonders of the Lake, around 27 years ago, ever since meeting John.

A typical EBC weekend for them both is dinner at the Clubhouse Friday night, a walk and breakfast at the Club Saturday morning, then back the boat out Saturday afternoon and find a nearby bay to park in for the night. If there are friends around the very social couple will entertain that evening. Nicole says, "We'll plan for a quiet dinner for six which usually blows out to a rowdy 10 or 12!" Sunday, thankfully, a relaxing day to reflect and revive and then if they are lucky they can steal another night, and return home Monday morning.

Citing the main purpose of building their newest houseboat as wanting a larger outdoor living area, for this reason, it's no wonder the upstairs sundeck area is now their favourite spot. The need for an ensuite gave them the final impetus for taking the leap to purchase one of the new larger houseboat licences and they haven't looked back since. >



John and Nicole had previously found having a single storey houseboat with only one bathroom was always a bugbear and limited the amount of people they wanted to accommodate on board. Not to mention the appeal of extra length and width.

A new build also provided the couple with the opportunity to try out a few ideas that had been marinating over their years of house boating including an innovative storage solution; an electric self-opening wine cellar located in one of the pontoons. Talk about boys and their toys!

Anchorage Houseboats provided the pair with the ideal build solution and well-

known houseboat expert Ian Kemp was also an enormous help with the interior's final layout. His years of experience building houseboats helped them to achieve a plan that worked brilliantly.

They both thoroughly enjoyed the building process, and in particular working with Phil Gourlay of Anchorage. On time and not quite on budget the couple is over the moon with the result. When Watermark spoke to them both, they couldn't have been more sincere in urging others to see out their dreams and take the plunge to build or purchase their own piece of floating paradise. In John and Nicole's own words "just do it, you've got nothing to lose".





“It’s lots of fun, especially with friends, and good for your physical and mental health.”

# Wheels Going Round

WORDS: Jane Nealon



The pleasures of Lake Eildon extend far beyond the water’s edge and the splash itself. Bike riding, in its myriad forms, complements the boating lifestyle and provides a means to enjoy the lake from different angles.

Trail bike riding, cycling, motorbike riding and mountain bike riding – there are members who enjoy them all! Tim Fogarty describes well what he enjoys about getting out on his trail bike:

“I’ve been coming to Lake Eildon for 35 years and riding dirt bikes for 33 of these. It’s great to ride around the lake; there are just so many scenic tracks to choose from. Even though I’ve been riding for so long there is still more to discover.”

Tim’s focus on trail bike riding wanes over the warmer months but as soon the streams flow and there’s mud about, he hits the tracks again.

“It’s always more enjoyable heading out with a group,” Tim says and he has some advice for a fellow EBC member: “Pete Lawrence needs to practice his river crossings!” There’s a story there, no doubt told around a crackling fire at the end of a day’s riding. Beer in hand, Tim sits back, relaxed and satisfied.

EBC member Richard Baldwin agrees that bike riding with others is enjoyable and rewarding: “Cycling could be promoted within the club so members can get to know new friends and socialise with others who share the same interest.”

Richard bought his first bicycle when he was 12 years old and rode from the Fraser National Park camp ground to Alexandra; a very long way for a 12 year old! When coming to the lake these days he always tries to bring either his road or mountain bike.

“When the houseboat’s at the marina it’s easy to venture out for a ride. I can ride from the Boat Club and head off early enough to be back to enjoy the rest of the day. After a coffee at the Clubhouse we usually head out on the lake for some fun and watersports.”

Richard has trouble pinning down his favourite places to cycle: “There are just too many! Around the lake would have to be Skyline Road to Fraser National Park, the views are awesome. The ride to Jamieson and back is amazing, some truly beautiful views, great climbs and fun descents. The ride down to Thornton and back is also enjoyable as it’s flat and fast.” >







Being out on a ride gives Richard a sense of freedom: “It’s more enjoyable riding around the quieter back roads and mountains as you get to take in a lot more scenery and it’s very peaceful. It’s a great form of escaping from the daily hustle and bustle.”

“Cycling these days is easier than it used to be. Most modern day road bikes have about 20 gears that can help you climb from 4 degree up to 25 degree ascents, climbing at speeds around 10-20 km/h to descents of 50-75 km/h.”

Cycling around home during the week and around the lake on weekends, Richard is clearly passionate: “I love the places it can take you; the really beautiful landscapes with great views of the countryside; the challenge of pushing yourself up some of the best climbs; and the thrill of descending at speeds of 70 km/h. It’s exhilarating.”

As owner of Lawrencia Cycles in Hawthorn, a business started by his father in 1938, Gordon Lawrence’s passion for cycling runs long and deep. He’s been coming to Eildon since the 60s but it wasn’t until relatively recently that he brought along his bike, “about 15 years ago, I began riding at Eildon and getting to know the many interesting and challenging trails.”

These days he does most of his Mountain Bike Riding along Eildon’s many tracks: “My favourite trails are the fire trails at The Pines and the walking tracks in Fraser National Park. These are challenging but relaxing as well.”

Being on his mountain bike gives Gordon a sense of well-being and freedom: “It’s lots of fun, especially with friends, and good for your physical and mental health.”

Having access to all those bikes, he often treats himself to a brand new mountain bike when he rides. Not a bad perk for a bike lover!

EBC member Peter Smith rides a different sort of bike: “I have two Harley Davidsons, a 2013 Night Rod Special and a 2006 Ultra Classic. The Ultra Classic is a touring bike, we do lots of touring on this bike – my wife Louise calls it the Arm Chair.”

It was 30 years ago that Peter began coming to Lake Eildon, bringing dirt bikes along to ride around the National Parks. These days he also rides to the lake:

“Now that I have Harley Davidsons, I try to ride to the lake at least once a month. Over the summer I leave a Harley at Eildon. When the weather’s not good for skiing we get a group of guys and head out for a couple of hours.

“I love riding from Eildon to Jamieson; the Eildon Jamieson Rd is 60km of tight windy road. I also like coming to Eildon, either over the Black Spur or through Kinglake to Yea, then from Molesworth to Alexandra via Whanregarwen Rd, then onto Skyline Rd. I like riding on roads that aren’t straight!”

Peter mainly rides with a group from the EBC “there are about 30 people who have road bikes.” They’ve done several day trips around the lake, week long rides in Tasmania and an overnight trip to Mt Hotham.

“Riding is a lot of fun but the camaraderie when you’re in a group of riders is what I like the most. I can always find someone to go for a quick ride with from the boat club, even when we’re home in Melbourne.

“I love the freedom of being on the road and the wind rushing passed, but the main thing I love is that everyone looks out for one another – even if you don’t really know the other people. If anyone has a breakdown or something goes wrong, everyone helps out to get it sorted.”

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# Fear and Loathing at the Ramp

Ramp rage is becoming more common as boating infrastructure struggles to cope with record boat numbers. Negotiating boat ramps successfully is all about planning, preparation and patience ...

WORDS: Chris Beattie

There is nothing quite so comical, and at the same time disturbing, as two elderly men physically shaping up to each other at a boat ramp. I have witnessed this spectacle once, at a ramp on the NSW south coast and I have to say the memory is still fresh more than 10 years down the track.

The ramp was particularly busy and it was a hot day. Elderly Gent A was of the opinion that he was next in line to launch, while elderly Gent B sought to dispute his place in the queue. What ensued was much yelling, arm waving, finger pointing, face reddening, huffing, puffing and stomping backwards and forwards in a threatening manner. As live theatre goes, it was brilliant, but the entertainment value was largely lost on the many other boaties who were waiting to launch and retrieve.

Eventually the stand-off was resolved by one of the wives of said flustered gents ordering her

spouse to cease and desist in no uncertain terms. “You silly old bugger” was one of her more cutting comments, as I recall. Order was restored and boats again left and arrived in a mostly orderly manner.

In over 19 years of watching trailerboat owners launch and retrieve their boats, Trevor Hogan has pretty much seen it all, including the odd physical altercation borne out of frustration. As facility manager for Patterson River, one of Australia’s largest staffed boat ramps, on the eastern side of Melbourne’s Port Phillip Bay, he is uniquely placed to offer insights into the dynamics of a busy boat ramp and the best ways for boat owners to make the most of their launching and retrieving experience.

At the peak of Melbourne’s summer boat season, when the snapper are running at their most feverish, Hogan and his 12-or-so staff can be up

at 2am and can still be shepherding boats in and out of the water at 8 or 9pm. Up to 600 boats can pass through the facility in a day, with room for 375 trailers in the main carpark.

Hogan says the overriding issue for the efficient running of a boat ramp is patience on behalf of its users. He says that tempers can flare due to delays that can largely be avoided by boaties simply having a little consideration and helping each other out.

## A HELPING HAND

“We see it all the time where a guy who is obviously having a bit of trouble launching his boat is holding things up,” says Hogan. “Sometimes it’s a bloke who is new to boating and who is struggling with the process and my message is, instead of just sitting in your car getting frustrated and watching the guy, get out and offer a helping hand.

“Gone are the days when people used to come down to a boat ramp with a few beers and sit and watch people get into difficulties. They’d sit there and laugh or yell out comments and take photos, but not one would offer a helping hand,” he said.

“People, especially new boaties, are under a bit of pressure when they come to a boat ramp, particularly when it’s busy, and it really is up to the more experienced boaties to lend a helping hand when someone is obviously struggling.”

Hogan says there are a few critical areas of launching and retrieving that boaties need to pay particular attention to.

“Number one from my point of view is that people need to make sure their boats are well serviced and ready to be put in the water, especially if they haven’t been used for a while.

“We see so many cases where people turn up with flat batteries, engines that won’t start or frozen steering and we have wheels literally fall off trailers on the ramp. Steering cables can seize up over winter when the grease that lubricates the cable solidifies. Then the unsuspecting owner launches his boat and gets into all kinds of strife when the steering won’t work and he’s surrounded by other boats coming and going.

“When it comes to flat batteries, we have a policy that we won’t jump-start boats – because all that happens is that the boat goes out and, as often happens, when it comes time to come home the battery is still flat and they have to be towed in. The message is, if you have a flat battery there’s obviously something wrong that needs fixing. Get it repaired before you come down to the ramp.

“It really comes down to having your boat maintained and serviced so that you know it’s ready to launch.”

## BUNG IN THE BUNGS

“And when it comes to bungs, as far as I’m concerned there are only two types of boaties: those who have already left their bungs out and those who will. We’ve had numerous occasions where a guy is bailing furiously while the bungs are sitting there within easy reach. I’ve personally waded over and grabbed the bungs and screwed them in and the guys look at me like I’m a genius. Sometimes you’ve gotta laugh,” he smiles.

Other common mistakes include releasing the safety chain and winch cable before backing the boat down the ramp.

“This can result in that horrible noise made when fibreglass meets concrete,” he says. “I’ve heard it too many times – it’s not a pretty sight seeing a shiny new boat lying on its side on the ramp.”

Hogan’s advice for inexperienced boaties is to practise everything before they come near a ramp.

“Especially when it comes to boat preparation and backing trailers, they can’t get too much practice. Do it away from the ramps and crowds when there is no pressure and you’ll be better prepared for launching,” he says.

“And once you’re at the ramp, don’t be too shy to ask for help. At our facility we have people ask for help frequently and we’ll send a staff member down to the ramp to assist. In cases where people are new to boating, we’ll even give them our phone number so they can call us when they’re coming back in so we can help with retrieving their boat.

“Another situation that can be a problem is where people come into the ramp area too fast with a bow wave you could surf off. It might be on the five knot speed limit, but sometimes this is still too fast in a confined waterway and then you have

it really is up to the more experienced boaties to lend a helping hand



Above: Manager of Patterson River boat ramp, Trevor Hogan.

Opposite: Once the boat is in the water move it away from the ramp to make room for others.





Everything should be checked and made ready before backing down the ramp.

all these boats that are tied up being smashed into the jetty. It's about using common sense and some consideration for those around you."

#### LIGHTS OUT

"Consideration also applies when launching or retrieving in the dark. I repeatedly have to remind people to switch off their headlights when they're on the ramp. If you're trying to back a trailer down and the other guys on the ramp have their headlights on, you're driving blind and can't see what's behind you, so it's a matter of courtesy and thinking of others," says Hogan.

Young children and boat ramps is a combination

By the time we got the child out, the car was floating

that requires extra attention, says Hogan, especially during launching.

"We had a case a while back where, as the boat came off the trailer, the car slid backwards into the water with a young child still strapped into the back seat," he said. "By the time we got the child out, the car was floating. My advice is never leave kids in the car. Either put them in the boat or at least have someone keep an eye on them until the boat is in the water."

Once the boat is in the water, Hogan says people should move it out of the way so that others can use the ramp quickly.

"People need to remember that others are waiting behind them. If they have to park their trailers, they should tie their boats up away from the ramp to allow others to park their boats as they launch."

Hogan has a few tips when it's time to put the boat back on the trailer. Firstly, he says that people should know how to use their trailers properly.

"If you have a drive-on roller trailer, learn how to use it," he says. "People need to drive their boat up to the winch post and not waste time manually winching the boat onto the trailer. It's the difference between taking five minutes or five seconds and can make a big difference to boat ramp wait times."

#### ANCHOR KO

Conversely, Hogan says if people are standing in the vicinity when a boat is being driven onto the trailer, they need to keep out of the way.

"I've seen plenty of people knocked out by anchors as boats are driven up to winch posts," he says.

"And once you've secured the boat, drive off the ramp and well out of the way before you fix your tie-downs and tidy up the boat, so that others can get access."

Inappropriate footwear is also a source of occasional injury, with thongs the overwhelming offender.

"Thongs and boat ramps just don't mix. I've seen a lot of nasty injuries over the years from people slipping over and smacking their heads.

"It all really comes down to consideration for others, patience and keeping your eye out around you," says Hogan. "And again, if you see someone who needs a hand, do the Aussie thing and help them out. After all, we were all 'newbies' once."

Novice boaties might also want to consider using a checklist when launching and retrieving. In the heat of the moment it's easy to become flustered and forget critical items. By listing the various tasks that need to be performed in order, such as checking that the trailer shackle is locked before heading off and, once at the ramp, releasing the tie-down straps, checking the bungs, trimming the motor and ensuring you have attached a bowline for tying up, you will develop confidence and ensure you have a safe and enjoyable day on the water.

#### FOLLOWING ARE SOME TIPS FOR IMPROVING YOUR TIME ON THE RAMP AND IN THE WATER:

##### Before you leave home:

Check all safety equipment is onboard

Start the engine to ensure the battery is charged

Make sure you have adequate fuel

Check tie-down straps, safety chains and the trailer hitch

##### Launch preparation:

Park well clear of the launch area where you are not blocking traffic

Place all items in the boat that you plan to use during the trip

Turn the battery switch on

Take the outboard engine off its travel rests

Make sure the keys are in the ignition

Pump the fuel bulb

Remove the tie-down straps

Connect the winch handle

Connect a bow rope to the boat

##### Check the bungs

If it's your first time at the ramp, take time to watch others launch and retrieve and check the water depth

##### On the ramp:

Remove children from the car

If in the dark, switch your headlights off

Make sure all children are wearing life jackets

Make sure there is no one standing behind you when reversing down the ramp

Disconnect the safety chain

Disconnect the winch

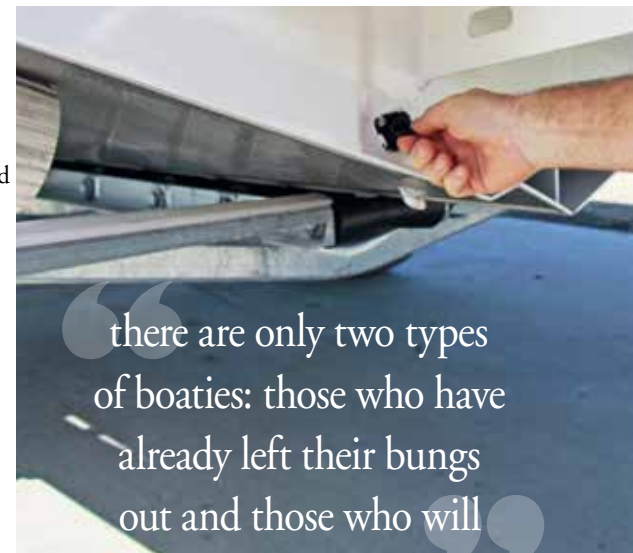
Then ease the boat off the trailer and, using the bow rope, lead it to an area away from the ramp. If driving the boat off the trailer, make sure the engine is at the correct height. Start the engine and have someone push you gently off the trailer, keeping an eye out around you. Then move clear of the ramp, slowly and with consideration for others in the area.

##### Retrieval:

Before driving back to the ramp, check to ensure the trailer hasn't been tampered with

Make sure the winch strap has sufficient slack to retrieve the boat

Below: Attaching a bow rope makes manoeuvring the boat easier when launching.



there are only two types of boaties: those who have already left their bungs out and those who will







Above: Automatic 'grabbers' that latch on to the boat's winch eye can make retrieval much quicker and easier.

Right: Ideally you should be able to drive your boat up to the winch post for quicker retrieval.

Position your trailer taking into account prevailing currents and winds

If possible, drive the boat smoothly up to the winch post, making sure everyone is clear before coming to a halt

Ensure the safety chain and winch strap are attached before switching off the engine

Drive off to an area away from the ramp to allow others access

Switch off the battery

Secure the tie-downs

Raise the motor onto the travel rests

Remove the bungs

Make a slow and thorough final check of the boat and trailer before departing

Special thanks to Bar Crusher Boats for their assistance with the photography for this feature.

Feature reprinted courtesy Club Marine magazine.



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# A great catch

WORDS: Gary Constantine

Over the summer months the natives were restless in Lake Eildon. Cod and yellow belly were on the go big time! Black and purple were the main colours they were chasing. Lures such as Jackalls, Predatocks, Stump jumpers, spinner baits and of evening, surface poppers, all worked well. Early reports from Bonnie Doon and the Delatite Arm were very good and more recently the best areas have been the Main Arm, Fraser Camping Ground and toward Jerusalem Creek. One report had a cod over a metre being landed but the majority has been around the 60cm mark.

Bait fishing, with scrubbies, yabbies and cheese, around the marinas and the nearby rocky outcrops has also been working well.

Trout are still being caught by mixing up the colours in Tassie Devils and Stump jumpers, both flat line trolled and with Paravanes. Large trout, estimated to be around 6-8lbs, have been reported chasing small red fin that have been caught in the Main Arm. This should give you some idea of the

colours to try first. The lake has also recently been stocked with trout at Fraser's, Jerusalem Creek and the Main Arm. Power baits are worth using in these areas if you're chasing the stocked fish.

Using scrubbies and yabbies, an occasional large red fin has been caught recently and the signs are good for a better season than last year. A few good areas to try are the mouth of Taylor Bay, MacDonald Island and Wilson's Inlet.

The new cod regulations are now in force. The size limit is 55-75cm, with a bag limit of one, in Victorian rivers and two, in Victorian lakes. The Victorian Recreational Fishing Guide for 2015 was released in December, so pop into your local outlets for the latest updates.

At the time of writing, Lake Eildon was at the 75% mark but irrigation will see it dropping consistently over the next few months. The upside to this is that Boat Ramp Two on the main dam wall should become usable, also providing extra parking for the season.



The Eildon Pondage received good stockings of rainbow and brown trout recently. Once you work out the times when it fills and empties you can do well. The brown trout released were from 1.2kg up and the rainbows from 250gm up. The lures to use have been Pegron Minnows; Krocs in gold, pink and purple; white Tassie Devils; Power Bait in rainbow, chartreuse and pink; and the local dough. A lure called the Trout Quiver has also been doing well.

Down the Goulburn River you might have success using soft plastics, Rapalas, scrubbies and maggots. In the Rubicon River try small bladed lures such as Vibrax in red and silver. The best flies are duns, nymphs and hoppers. For Big River have a go with scrubbies and orange and yellow bladed lures.





# Top 10 things to do in and around Mansfield

WORDS: Jim Darby

Framed by the mountains and fed by the rivers, Mansfield's first European settlers had an eye on agriculture and mining and some met with great success in those pursuits. Tourism started to trickle along in the 1920s, especially with a railway branch line established and Mt Buller on the radar for skiers. That trickle turned to something of a flood post-war and while agriculture remains significant, tourism is now the driver of the region's economy. The gains for locals and visitors alike have been enormous, in the quality of the food, cafes, restaurants and hotels and the range of recreational offerings. Many people who come for a play end up coming to stay. Mansfield is that kind of lake side innovative, creative place with a friendly, welcoming community.

1

## MANSFIELD COFFEE MERCHANT

No surprise that Melbourne's obsession with coffee has travelled north-east to Mansfield. Excellent coffee, some of it quite specialised (how about single origin coffee from Cuba for starters?). Café-style breakfasts and light meals and even the occasional basic barista course for those so inclined.  
**23 Highbett Street**  
**5779 1703**



2

## THE PRODUCE STORE

The full title is Mansfield Regional Produce Store and it pretty well tells the story - delicious local produce, bountiful breakfasts, quality coffee and brilliant local and regional wines. They also dish up smart food and wine alongside music from some of the local talent on the third Friday each month.  
**68 High Street**  
**5779 1404**



3

## MANSFIELD SWIMMING POOL

The public pool has a strong place in the heart of every Australian country town, being equally responsible for turning people of all ages into swimmers, transforming some of them into swimming champions and, especially for younger people, fixing their attention to romance. Mansfield's under-rated and understated Aquatic Centre has a 33m lap pool, a learners' pool and a toddler's pool  
**17 Apollo Street**  
**5775 2438**



4

## PUB GRUB

The Produce Store's owners, Dean and Gillian Belle have spread their wings to the Delatite, one of a pair of Hotels – the Mansfield being the other – that sit on the diagonal on Mansfield's main street, with the memorial to the police officers shot dead by Ned Kelly standing sentinel in the middle of the roundabout between the pubs. Both have accommodation and good food. Try the wood-fired pizzas in the courtyard at the **Mansfield / 86 High Street; 5775 2101**; or have a game of giant chess or bocce with your meal in the courtyard at the **Delatite / 95 High Street 5775 2004**



5

## THE GREAT VICTORIAN RAIL TRAIL

There's always a silver lining. The demise of the railway service linking Mansfield with the Melbourne line at Tallarook allowed the emergence of Australia's longest continuous rail trail. Start and finish where you like, go by pedal or go by foot; walking or riding you've got 134km to play and stay along the way.  
**greatvictorianrailtrail.com.au**



6

## AMONGST THE STICKS RESTAURANT

If you've boated your way around to Goughs Bay, then make a stop at Amongst the Sticks restaurant; the best in local produce turned into what some diners call "the best food in the Mansfield area". Serving breakfast, lunch and dinner on select days.  
**12 Bayside Boulevard, Goughs Bay**  
**5777 3030**







7

#### SHEEPYARD FLAT

Fishing, camping, swimming, exploring - all the options at this historic site alongside the Howqua River. There are some easy walks along the river, like a 90-minute meander to Fry's Flat and the hut of the late bushman, Fred Fry. Relics from the area's mining days are there to be discovered, along with some deep holes for swimming and quiet bends for fishing. [parkweb.vic.gov.au](http://parkweb.vic.gov.au)

#### MT BULLER

If road cycling is your thing and you want a challenge, then take yourself to the top at Mt Buller. It's a 48-kilometre ride from Mansfield, with a final 16-kilometre uphill ride from the base of the mountain to the village. That part of the ride climbs 921 vertical metres with grades of 6% up to 13%. Champion cyclist Simon Gerrans has set the bar at 39 minutes, 50 seconds. See how you go against that. [bike.mtbuller.com.au](http://bike.mtbuller.com.au)

9

#### THE EPIC TRAIL

For mountain-bikers, this truly is an epic ride - 40-kilometres along mountain tops and through forests and over creeks and rivers. The start is at Mt Buller village and the trail heads over to Mt Stirling along the Bluff Spur trail and into the bush to finish up on the Mt Buller Road at the base of the mountain. [bike.mtbuller.com.au](http://bike.mtbuller.com.au)



#### WATSON'S TRAIL RIDES

However you want your ride - three hours on the local trails, a couple of days with some luxury thrown in, or a five-day "Man From Snowy River" style adventure, Michael and Sally Watson have it covered. Grab your oilskin (or grab one of theirs) and head for the high country.

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10



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With the most recent Eildon boats being Mumbles, Nirvana, Quantum Leap, Bacchus, Chin Chin and more recently Mistress. Trav and the team at Browns are equipped with a purpose built indoor manufacturing facility which can house 4 full size boats, the workshop includes 12 full time staff committed to the

premium finish of all frame stage or completed boats. The workshop is equipped with the latest engineering equipment and we welcome your visit.

We are currently constructing two new Spec boats to suit the new GMW size requirements.

#### Further information:

Travis Brown 0427 375 326  
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Mike Dalmau 0417 588 455  
[mike@hchouseboatsales.com.au](mailto:mike@hchouseboatsales.com.au)



**73 Graham St Moama 03 5480 6007**



# Good Policy

## CODE OF BEHAVIOUR FOR MEMBERS

In 1991, a proposal was published for the adoption of a voluntary Code of Behaviour for Members of the Eildon Boat Club. It was designed to promote and encourage balance and harmony between Members of the Club and others using the Lake.

The proposal received favourable comment from Members. It is now reproduced as a voluntary Code of Behaviour, and Members are asked to observe the Code as a mark of respect for fellow Members and other Lake users.

Lake Eildon means different things to different people. For some, perhaps most, it offers the chance to get away from the noise and stress of city life and to enjoy the peace and tranquillity that the Lake offers.

To others, it offers a place to “entertain and be merry” in isolation.

The interests of those who seek different things from life in the Lake should be balanced.

Over the last 15 to 20 years, whilst the Lake has not changed significantly, the degree and sophistication of the use by both Members and Non-Members has increased dramatically.

This has brought with it, from time to time, problems associated with noise, boat wash, domestic effluent, privacy and risk of injury.

It is useful to know that the law recognises the protection given to people to enjoy the use and occupation of their property and to go about their life, free of unreasonable interference.

In a very early case in England in 1938, the loss of one night's sleep through excessive noise was found to be a nuisance, which gave the affected person a right to damages.

Further, it is an offence under the Marine Act 1958, which applies to Lake Eildon, to: (a) operate a vessel emitting annoying or dangerous smoke, vapour or smells; (b) failing to have an adequate silencing device; (c) creating undue noise

The impact which noise may have upon an individual varies from person to person. Accordingly, the following requirements should be seen as minimum requirements:

When leaving or returning to a marina, or an inlet, early in the morning or late at night, idle away from other boats until a reasonable distance away before accelerating. The occupants of other boats within the inlet might be sleeping.

Operate jet skis, at speed, only out of and not within the confines of any inlets shared by others.

Generators should not be operated after 11pm at night. Air-cooled generators are very much louder than water-cooled generators.

At night, noise is amplified many times over the water. Even normal conversation can be heard across calm inlets.

Whilst generators, motors, jet skis and runabouts are now regarded as essential by-products of Lake living, we should all be conscious of the potential for noise from them to annoy people nearby.

Loud music, of any type, has its place and time. Please be conscious of the noise volume travelling across water. Ensure that any external speakers are turned off if not required.

### PRIVACY

There used to be an unwritten convention on the Lake that you do not park in an inlet if there is someone already there.

However, recognising that there are too few inlets for the number of boats on the Lake, it is unreasonable for that convention to apply.

Discretion should be exercised as to how close you should park to another boat not known to you.

Remember that your boat both produces and is affected by the noise, effluent, boat wash and lack of privacy created by the other.

Try and park in an inlet where you cannot see the other boat or be seen by it.

If that is not possible, maximise the distance between boats. Unless you are known to the other boat, or the other boat consents to you parking nearby, do not park within a distance of 50 metres of it.

### SHARING BANKS

Quite often, arrangements are made between members to share an inlet or to park within close proximity of one another.

For this reason it is not unreasonable to save bank space for another boat. The saving of bank space should be recognised and not abused.

If there is any doubt as to whether or not a space has been reserved, communicate with the boat on the bank.

### QUEUING UP

For the pumping station and the petrol bowser, the rule is: “First in, first served”.

On busy weekends, there is generally a queue at the pumping station. You should join it and be patient. As you approach the queue identify which boat you should follow in.

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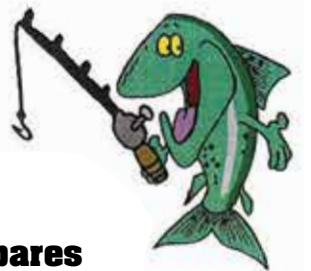
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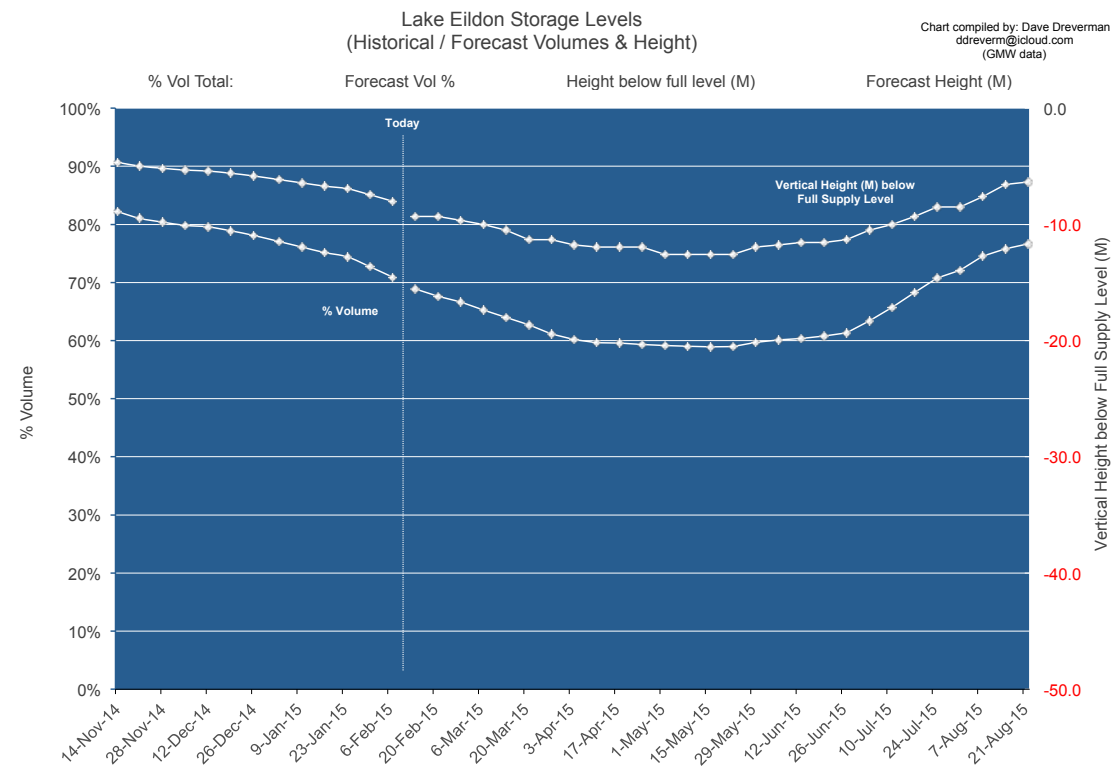
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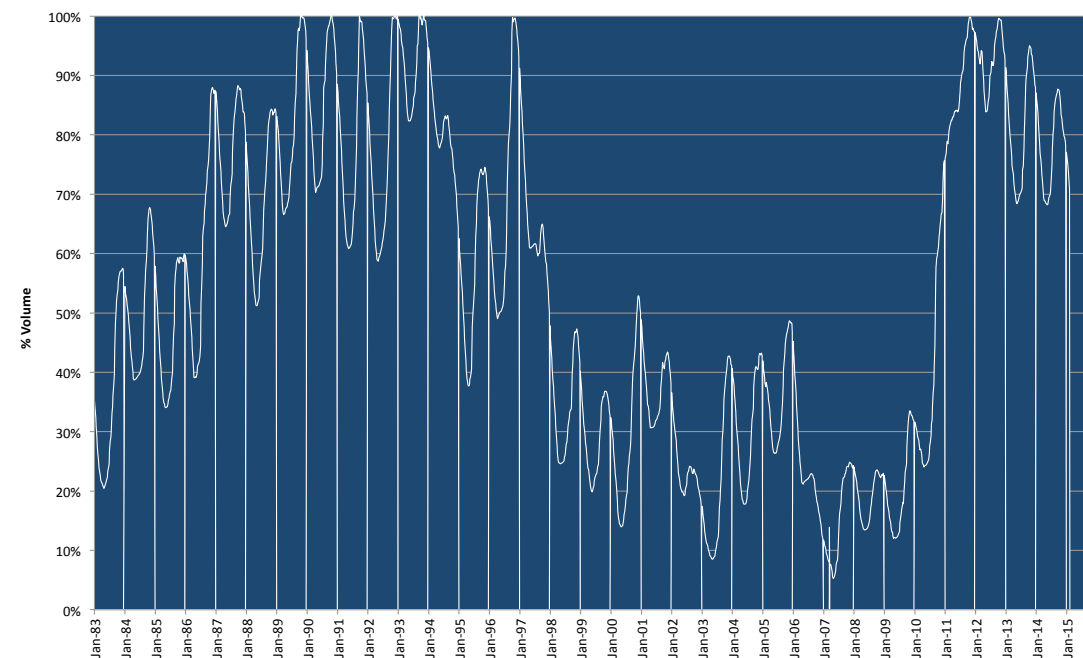


# Lake levels



Lake Eildon Storage Levels  
(1983 - 2015)

Chart compiled by: Dave Dreverman  
ddrevern@icloud.com  
(GMW data)



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