

13<sup>th</sup> - 18<sup>th</sup> July 2012

We passed under the Swan Hill and Tooleybuc Bridges without incident, although the aerials were removed for the latter. Having left Tooleybuc we entered the section of the river known as the Bitch and Pups, a stretch notoriously difficult to navigate and impassable in low water. We didn't foresee such difficulties for us though, given the high water. The river narrowed and became quite winding as we neared the Bitch and Pups and was very swirly with many whirlpools indicating submerged obstacles or deep pools. However we cleared the area quite easily and always had a couple of metres under the keel. Later the next day we made the Murrumbidge River and turned up into her and we made camp about an hour upstream. The next day we ventured further up the Murrumbidge, somewhat slowly as we have no chart, and found it to be quite narrow but very beautiful and apparently little touched by humans. After some hours we pulled over for lunch and later headed back down to the camp we made the previous night.



19<sup>th</sup> – 23<sup>rd</sup> July 2012

We've now passed the halfway mark of our trip in terms of days and in kilometres. Sadly the 1000km mark was missing so we kept on motoring. We stopped for a meal at the Euston Club – the largest club for the smallest town! Good meal too. Finally we have come across another river cruiser in the form of a 21 foot motor cruiser owned by a guy from Ballarat who bought the boat in Goolwa! He spends some 9 or so months a year cruising the river! The river has been wider and 4 or so metres deep, with thickly wooded banks and an abundance of birdlife. We have also had a great run with the weather turning on warm sunny winter's days for us.



24<sup>th</sup> – 27<sup>th</sup> July 2012

Mildura! We've now completed the section of the river which we've never been on. We pulled up on the banks of the caravan park on the NSW side and set about some chores. Later that day we rowed across the river in our tender and went for some beers and a meal and then rowed back. The next day Brian went about recovering the car from Swan Hill. Having earlier been told that Lock 9 won't be open until mid September!, we drove down to take a look at the adjacent ramps and chat with the lock master. The downstream ramp looks vaguely feasible even if the road to it is dodgy... The lockmaster said they are abandoning the job due to the high water (they are concerned an empty lock will float as the water rises) and the lock may be open again in about 3 weeks. Not sure that is soon enough for us and we will probably have to trail the boat around the lock none the less.

