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Bayside Trailable Yacht Club NEWSLETTER

April 2016

In This Issue

- Murray River Cruise Report
- Australia Day Weekend Cruise Report
- Gippsland Lakes Easter Cruise Report
- Wanton Mutiny, Ship Abandoned
- Notice of General Meeting

Plus BTYC regular features

BTYC Committee

Commodore	Edwin Flynn
Past Commodore	Kenton Lillecrapp
Secretary	Edwin Flynn
Treasurer	Tony Pitt
Cruise Director	Dave Morrissey



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COMMODORE'S CORNER



From Edwin Flynn

Ahoy Baysiders,

Have you ever wondered how the greeting 'Ahoy' came into common use; and did you know that Alexander Graham Bell originally suggested that the term be used as the standard greeting when answering a telephone. Well I googled the question as I began writing this small commentary today.; (yes I sometimes do that sort of thing.) and I found this definition of the call. **Ahoy** (/ə'hoɪ/) is a [signal word](#) used to call to a [ship](#) or [boat](#), stemming from the [Middle English](#) cry, 'Hoy!'. The word had fallen into obsolescence before rising from obscurity as the sport of sailing rose in popularity. 'Ahoy' can also be used as a greeting, a warning, or a farewell.

Having got that wonderful piece of information I will now break to what I am supposed to be writing.

Since the last Newsletter we have had some really terrific sailing weather. Some of us went on the Murray River Cruise, the Xmas/New Year and the Australia Day cruises and the Gippsland Lakes. We've also sailed on Western Port and held a long haul interstate cruise to the Myall Lakes in NSW. Then the Labour Day and Easter Long Weekend cruises at the Gippsland lakes. So we have been a very busy club and many members that could take the time went along to enjoy adventures in the company of like minded Baysiders.

We learnt that John Prins sold his boat due to ill health. John has served the club as Commodore on a number of occasions and we hope that we will still see John and Roz at the Paynesville pub whenever we are there. We wish you the best of luck, John and Roz.

We have also gained three new memberships since the last newsletter. They are Brendan & Julie Matthews and Chris Slaney & Kaye Walsh and Bill Emmet.

Your committee has been working hard behind the scenes and we look forward to seeing as many of you as possible at the next General Members Meeting that is going to be held on the 14th May, at the [Warneet Motor Yacht Club](#) located at Rutherford Parade, Warneet VIC 3980. Planning for next years sailing adventures will now begin in earnest.

Finally a special thank you to all you Baysiders who supported our club and participated in our organised cruises. I look forward to seeing you on the water.

FROM THE EDITOR'S DESK

From Tony Pitt

There can be little doubt that the Bayside Trailable Yacht Club is a group of very active people. There are four cruise reports in this newsletter and two others that I have held over because of lack of space. And that doesn't include reports for the Labour day Westernport sail or the Xmas New Year activities on the Gippsland Lakes.

Please see attached to this newsletter a full list of current members. This may be useful to keep in your boat to help with recognition of another club boat out on the water.

At the time of printing, there is just one club cruise left for the season. But the weather has been terrific and looks like staying good for a while. This club member plans to go back down to the Lakes.

CRUISE REPORT – Murray River Cruise January 4 to January 7, 2016

From Sue & Dave Morrissey

Participating Vessels:

Katrina, Merlin, Therapy

This was a long awaited adventure for Sue and myself. We had spent several weeks preparing for every possibility, or so we thought!

We arrived at Barmah on January 3rd to find the rest of the fleet tied up and ready to go. Katrina was tied up in the shade of the willows on a quiet bend and Merlin was nearby. We launched late the following morning and were immediately checked by the police for safety equipment. What! We don't need flares? After inquiring how much water we drew they advised "keep to the middle of the river" and don't go past the narrows. The formalities over,

we motored up alongside the other boats. Sue & Clive were having their first Harvey of the day.

Clive advised that they had been up-river as far as Picnic Point, the intended half way point for the original cruise. The river had been difficult to navigate and they were not keen to go back that way. A revised plan was thus designed to head to Echuca, about 30 miles downstream and catch a taxi back to pick up the cars. So much for the formal planning.

After some restocking, lunch, and attending to a few personal needs, it was deemed to be too late to leave that day as we wanted to be tied up by 3pm. So it was happy hour time again.

Our early start the next morning at about 11am took us downstream about 13 km in an attempt to find a decent spot to tie up. There wasn't much on offer - all the good spots were occupied by campers or other power boats. We ended up on a strip of sand at the foot of a steep bank. Still it was good enough for happy hour aboard Katrina. Upon departing Katrina, I realised that one of my crocks had been washed away by the power boats doing U turns in front of us and complained bitterly having to go in after it, Clive, probably with his hearing aid turned down, advised "its safe, there are no crocks in the Murray".

Day three saw a change in the scenery along the river with denser, greener trees on either side. We were doing over 6 knots according to the GPS and with very little power until we turned back into the current to tie up at the best vacant sand bank available. We were then running at nearly full throttle. I could appreciate why the barbecue barge I had seen the day before, thinking it was over powered, had a 150 hp motor. Happy hour was held up the beach under some trees, followed by some boat cleaning and a swim. As the crow flies, we had travelled only 4.5 km for the day but had a bigger day planned for the final day into Echuca with a really early start.

Our final day on the river took us past the confluence of the Goulbourn and Murray rivers, after which the river widened noticeably and the banks seemed higher while the river traffic become much more frantic. The Victorian side especially saw campers along the tops of the river banks and power boats and campers at every available bend and sand bar.

Upon reaching the upstream launching ramp at Echuca, we couldn't find a suitable spot to tie up. We ended up on a mud flat buffeted by the wash of every passing boat. Clive and I caught a taxi back to the cars, ended up costing \$60 between us, not bad. Back at the ramp, Katrina had by now been washed beam-on to the mud and took a bit of pushing to get her off and moving again and with the help of some of the wake boarders back on the trailer, Therapy wasn't quite as much trouble as she wasn't on the mud but it was hard work to get both boats loaded all the same. By this time it was mid afternoon and we'd had enough for

the day, we quietly packed up and found a caravan park in Moama for the night with a decent shower.

Australia Day Cruise January

From Peter Williams

Participating Vessels: *Sapphire, Winsome, Sea Goose, Pirouette, Silk Department, Grasshopper, Crème Caramel, Good Cruzn, and Trilby.*

Winsome arrived Paynesville on Thursday afternoon January 21st. Weather was warm and partly cloudy with a light breeze. After rigging we launched and were able to tie up in the last available pen near the yacht club. Andrew and Kristine from Sea Goose dropped by and Pirouette was moored at the far end of the yacht club. After an excellent meal of fish and chips washed down with a cold bottle of Chardy we watched the sun sink slowly into the west.

Friday dawned fine and mild but with a forecast of thunder storms, rain and squalls by the afternoon. After a breakfast of egg and bacon rolls from the bakery, we did some extra shopping and motored around to Picnic Arm. Sapphire, Silk Department, and Grasshopper arrived Paynesville Friday afternoon and had the pleasure of rigging in the rain. After launching the sodden crews adjourned to the pub for a well earned meal. Crème Caramel, Good Cruzn, and Trilby arrived later.



Saturday arrived with a 20 knot SW wind and more rain forecast. The fleet had a brisk sail to Picnic Arm. On the way gallant Captain Tony had an unscheduled swim to free a dropped line from his prop. Memo from Gaye: Remove wallet from shorts prior to entering the water. The afternoon was warm and mild and happy hour was enjoyed by all, but some more than others (see photo below). Overnight there was plenty of rain but it cleared by morning. Two boats developed electrical problems. But these were fixed by Sunday morning with lots of advice from the usual group of helpful on lookers.



Captain Tony sleeping it off

Sunday was now fine and mild with light to moderate SE breezes forecast. The fleet departed for Lakes Entrance. Arriving in Cunningham Arm the initial selected anchorage was abandoned as it was shallow and muddy. After moving further slightly along the Arm a more comfortable anchorage was established. With the wind howling overhead a good nights sleep was had by all, except for Grasshopper that just didn't seem to want to move. After being blown off the beach they spent the night bobbing on the anchor in Cunningham Arm.

Monday was fine and mild with light breezes. The decision was to sail to the Nicholson River. Along the way Captain Tony investigated Kalimna creek and found it to be shallow to enter with a strong racing tide. Crossing Lake King we encountered a fleet of racing Etchells. Most of these very fast racing keel boats crossed in front of us on Starboard tack. One tail end Charlie managed to get involved in a close port/starboard incident with one of our boats. No harm was done and we continued into the Nicholson river. We arrived at the jetty, and after rafting up some of our boats we were secured for the night. After Happy Hour some of the group went to the pub where they were joined by Norm & Annette Munns and Gary & Jenny Prescott. And a few remained on board for a home cooked meal.

Tuesday – Australia Day. The morning was fine and mild with a light breeze. Norm and Annette returned to join the group for an Australia Day breakfast. It was real loaves and fishes job with crews feasted on sausages, bread, baked beans, bacon and eggs.



Loaves and Fishes at the Australia Day breakfast

Australian flags fluttered from masts and rigging. Sea Goose and Good Cruzn were very well decorated. But Kris and Andrew from Sea Goose were the best prepared with Australian themed hats and shirts. Even Cooper, the forward deck hand on Silk Department wore an Australian scarf. The Republic was debated and possible new flag designs discussed. We then assembled on the lawn adjacent to the jetty. Tony lead us in a rousing rendition of Advance Australia Fair. The cruise was over.



Well prepared for Australia Day, that's not actually and umbrella that Kris is wearing

Most of the boats departed directly for Paynesville to de rig and go home. Winsome having some more time decided to sail around Raymond Island to Picnic Arm. Half way across Lake King the light breeze increased into a 20 knot southerly with higher gusts. Winsome put her gunnel down and charged into the rising sea. I looked out and

there were two Dolphin swimming close by. They disappeared and soon after I heard a loud whoosh. They were now right beside us frolicking on our wake. They were so close I could have touched them except I was too busy holding on to the main sheet and tiller. We arrived in Picnic Arm and picked up a mooring. We were sheltered on the mooring in warm sunshine, but overhead the wind whistling over the trees.

To quote one of our members this was one of the best cruises we have had for some time. Thanks to Tony and Gaye for a well organised event.

Wanton Mutiny!!! Ship Abandoned!

From Edwin Flynn

Due to my father now living in an Aged Care facility, I have taken over the care of his little dog Snowy. Having a little dog is a fair bit of responsibility. I contemplated leaving Snowy in the care of my daughter, but as she works I decided that it is best if I took the chance to take him with me on the Easter cruise.

I was pleasantly surprised how well Snowy settled to life as a sea dog. He was calm and happy to either sit inside the cabin or between my legs in the cockpit. He was very well behaved sailing across to The Grange and later all the way to and from Lakes Entrance. He really did not mind the boat heeling a little and I thought he felt secure enough not to panic when the boat heeled over. He enjoyed Lakes Entrance especially when we visited McDonalds. So many yummy chips dropped on the ground for him to find, and so many kind people saying "Oh how Cute" and handing over more chips. Yes a dog's life can be pretty good.

So we sailed back to Paynesville and on the way we enjoyed quite a nice breeze with Snowy sitting either on my lap or between my legs as Wanton did what it does best, Sail! It was really exhilarating sailing and Snowy seemed to take it in his stride. We rounded Point Montague and I began slowing Wanton by pulling down the main sail and furling half of the genoa. I started the motor and left it on idle ready to engage it as we got closer to the jetties. About a 100 metres from the Paynesville Yacht club I put Snowy down and stepped forward to furl the genoa ready to engage the motor. I turned to go back to the motor to engage it and discovered "No Snowy". Immediately I checked it he'd jumped into the cabin, but he was not there. I looked at the stern and could not see him anywhere on the boat or in the water. Oh Panic! My father's parting words at the end of every visit are "Don't kill my dog." So I made a quick U-turn, leaving everyone on the jetty wondering what was happening. I motored past a couple of boats and asked if they'd had seen a little white dog in the water. I then spotted a stationary boat some 200 to 500 metres out to sea and I thought I'd better

ask. So as I approached I shouted, "Ahoy there. Have you seen a little white dog in the water?" The woman in the boat picked Snowy up by the collar of his jacket, and shouted back, "You mean this little dog?"

I was so relieved and glad I had not killed my father's dog after all. I still haven't worked out why he jumped ship. Perhaps the water was so smooth he thought he could just run away. Any way after that incident, Snowy was rather insubordinate when I asked him to come on the boat.



Rebellion from the forward deck hand.

Welcome to New Members

A warm welcome is extended to several new members.

Brendan and Julie Matthews sail an RL28 and come from Drouin east of Melbourne. Brendan has sailed for many years and has followed our website for some time.

Bill Emmett have also recently joined the club. He sails *Blue Heeler* which is a Status 580 and we look forward to seeing her out on the water.

Chris Slaney and Kaye Walsh took little time before participating in their first club sail after joining the Baysiders. They sail *Soul Maid*, a Sun Maid 20 and we anticipate that they enjoyed their first adventure with the club.

Also a belated welcome to Allan Barrow and Yvonne Gilliam. They joined the club last season but a welcome through this newsletter slipped under the editor's radar. They sail a Tinpenny called *Quietta* and participated in their first club sail on the Labour Day Westernport bay sail earlier this year when a circumnavigation of French Island was undertaken.

CRUISE REPORT- Gippsland Lakes Easter Cruise March 25 to 28, 2016

From Kris and Andrew Jones

Participating Vessels: *Crème Caramel, Good Cruz'n, Sea Goose, Small Change, Soul Maid, Ta Pawlu, and Wanton*

This was a weekend of crazy motors. Ta Pawlu's motor mysteriously stopped in front of the on-coming ferry. Sea Goose embarrassingly ran out of fuel. Soul Mate's motor was running intermittently and finally gave up the ghost altogether just before (but not as) they crossed the entrance at Lakes Entrance.

The weekend began with dinner at the Paynesville Pub on Thursday night with Kris & Andrew, Ian & Lesley, Joe & Rose, Eddy, Peter & Jana and our new members Kaye & Chris who have a Sunmaid called "Soul Maid". Phil & Iolanda joined the cruise on Sunday. Clive also joined us on Sunday to sail on Wanton with Eddy.

The Friday morning briefing was held over coffee at "Captivation" restaurant. It was decided to meet up at the Western end of McMillan Straight for an easy run down wind to Lakes Entrance with the prevailing breeze. After a delay caused by one of our outboard motors mysteriously stopping and refusing to re-start, it was decided to make for Ocean Grange to overnight.

Our arrival at Ocean Grange was well timed as a few boats left as we arrived. Eventually everyone had a spot on the jetty, although there was one motorboat that had left and thought leaving his fenders on the jetty would reserve his spot. We explained to him when he came back that boats cannot reserve spots, but it all ended well and he found a new position on the jetty.



Soul Maid under tow with motor difficulties

As soon as we had all settled in at Ocean Grange, the experts descended on the errant outboard and soon had it started and running well. We all had a pleasant happy hour on the beach and were rewarded with a lovely sunset.

Joe and Rose went back to Paynesville Saturday morning and the rest of us sailed to Lakes Entrance with many of us "Goosed Winged" in the light variable winds. It was not until we arrived at Shaving Point that the wind picked up. Andrew from Sea Goose ended up sitting on the cockpit floor after he slipped off his seat in a strong gust.

Again our timing was excellent as a number of boats left the 4-hour finger berths at the Lakes Entrance harbor as we arrived. Good Cruz'n arrived in the afternoon. The rest of Saturday was spent at McDonalds for coffee, window shopping, and finally we all went to the "The Central" hotel for dinner.



Easter Sunday briefing

Sunday morning's briefing was held at McDonalds and it was decided that we would sail back to the Paynesville area and possibly stay in Duck or Picnic Arm. The forecast was for 15-20 knots from the W or SW easing to South 10-15 in the afternoon. Crème Caramel led the convoy back via Hopetoun and Rigby Channels with the exception of Sea Goose and Soul Maid who traveled straight down Reeves Channel into the light head wind with Soul Mate under tow due to outboard problems. (again).

We met up again in Bancroft Bay to assess the situation and decided to sail back to Paynesville and meet there to determine where to stay the night. It was a long sail for Soul Maid as their center-board was jammed in the keel box and wouldn't go down. Sailing into the stiff breeze which had slowly picked up during the morning, meant many tacks but they managed well as Chris is an experienced sailor. Ian made sure they stayed in touch by sailing between Soul Maid and the main fleet.

Eddy has a great story of mutiny, desertion and dog overboard which appears elsewhere in this newsletter.

Soul Maid went straight to the boat ramp when they got back to Paynesville and pulled alongside with the help of

Crème Caramel. All the boats stayed at Paynesville Sunday night, with Soul Maid pulling out to go home Monday.

Monday morning briefing was again at "Captivation" with Sea Goose, Small Change, Ta Pawlu and Good Cruz'n deciding to stay in Paynesville for another night. Crème Caramel and Wanton sailed to Rotamah Island and Duck Arm. Sea Goose then pulled out Tuesday but many of the other boats stayed on.

Joe and Rose had bad luck on the way home when their trailer lost a wheel before reaching Bairnsdale. Luckily Eddy was following them and spotted the wheel departing from the trailer and retrieved it for them. It ended well with an RACV rescue and repairs in Bairnsdale the following day.

All in all this was a very enjoyable and eventful sail.

AROUND THE BAY IN 8 DAYS Port Phillip Bay Cruise in January 2017

The Bayside Trailable Yacht Club is planning an *Around the Bay* sail in 2017.

The tentative itinerary is for this cruise to start and finish at Martha Cove where good launching and trailer storage facilities exist, and sail clockwise around the bay. Anticipated overnight stops are at Queenscliff, Corio Bay, Werribee River, Docklands and Sandringham. At least two of the overnight stops will be in marinas and marina fees will apply. There is the possibility of more than 2 nights in one of the Marinas if unsuitable sailing weather eventuates.

Participating crews need to allow for 8 days for this cruise, even though there are only 5 overnight stops en route. Port Phillip Bay can become unsuitable, or at best very uncomfortable for cruising in certain weather and the club will not be sailing if bad weather eventuates.

The departure date for the cruise is tentatively January 6, 2017, returning to Martha Cove on January 13, or possibly before if the weather is good.

Club members potentially interested in participating in this cruise should contact Tony Pitt. The Queenscliff boat harbor marina can get very busy in January and we will need to book berths some months in advance. We will also need to book at Docklands. The anticipated cost of marina fees is between \$120 and \$240 per boat depending on how many nights we need.

GET AWAY TO ECHUCA Queens Birthday Weekend June 10 to June 13, 2016

A get away weekend has been planned and coordinated by Clive Aikmann to coincide with the Echuca Steam Festival for the long weekend in June.

Echuca has become a bustling tourist facility with its celebration of steam and collection of steam powered riverboats and other big and small memorabilia that goes back more than 100 years. The town has developed an excellent reputation as a great weekend venue and the steam festival is an ideal time to visit. A recently completed extensive visitor centre down on the river is a first class facility and Echuca is the only place in Victoria where you can still go to a Penny Arcade.

A separate notice has been sent out by email regarding this weekend away. Clive has identified a caravan park with good facilities for those who wish to use a caravan or camp site. Clive will be coordinating the social aspect of the weekend.

If you are interested in going, or just want more information, contact Clive and have a look at the website on www.echucasteamrally.com.au

*NOTICE OF GENERAL MEETING
Saturday May 14 8.00 pm
Warneet Sailing Club Rooms, Warneet*

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