



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

April 2017

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Cruise Director	Dave Morrissey	9740 7568
Membership	Gaye Pitt	0408 266 325
Committee	Clive Aikman	5796 2384



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COMMODORE'S CORNER



Ahoy Baysiders,

Greeting one and all. I am writing this in late March and thinking about the Easter / Anzac day sail that is taking place from Friday 14th to Tues 25th April. That is about a fortnight away at the time I am writing this commentary.

I am also thinking about the great activity idea suggested by Iolanda Cruz and Phil Gooding to go Ten Pin Bowling at Healthways Recreation Centre, Mont Albert in the afternoon of Saturday June 3rd. It is something quite different for most of us and should be a bit of fun. More details about the arrangements are in this newsletter. It will be important to register your intent to come as we need to book the required number of bowling lanes. Cost is \$23.50 per person and we will also go somewhere nearby for dinner afterwards. Please see the meeting notice and respond directly to Iolanda.

We have had three very well attended club cruises over the past few months with six boats sailing around the bay early in January and eleven boats cruising the Gippsland Lakes on the Australia Day cruise. However we also have had to cancel three cruises so far this season which is disappointing. The Westernport cruise was cancelled due to poor weather (just as well), but the Labour Day cruise failed to run as a formal club activity because of lack of a cruise coordinator, and the Xmas cruise didn't get off the ground because of lack of interest this season. Our club needs a greater depth of cruise coordinators. Please give some thought as to whether you would be able to take on this role for one or two cruises next season.

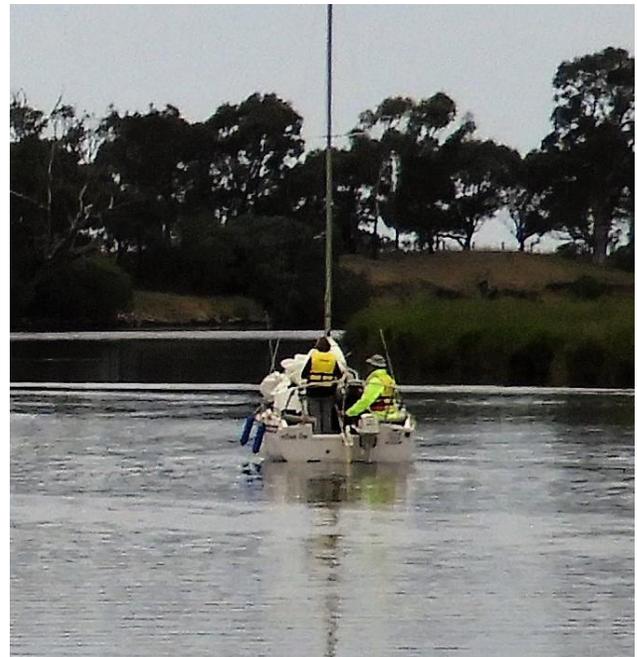
"To an entertainer, applause is like food." No doubt you have heard that saying or something similar to it anyway.

To a committee feedback is the key. During the past month after inviting everyone to come along to be part of the Easter/Anzac day cruise, I followed up with another update about that cruise with a request that you give an indication if you intend to come along or if you simply can't be there. This helps in planning the cruise. We have had a tremendous response and I look forward to being a part of what is shaping up to be a fantastic well attended event.

There will be some who due to illness will not be able to come and to them (you know who you are) I want to extend our club's sincere well wishes and hope that you will soon be well enough again to participate in the activities that you most enjoy,

All cruises this year have been well supported and I want to give 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.

LIFEJACKETS THEY SAVE LIVES



At one of the recent BTYC committee meetings there was a long discussion about the circumstances upon which skipper and crew decide that life jackets should be worn. There is no formal club policy on this issue, other than

compliance with water safety regulations as administered by the water police. There will almost certainly be further discussion about a club policy in the future. However the following key points were made by the committee members.

- If there is a strong wind warning current, life jackets should be worn.
- If the skipper feels that conditions are such that a strong wind warning should have been issued, life jackets should be worn.
- It is the skippers responsibility to ensure that all crew members feel safe and secure, and this may mean adopting the wearing of life jackets in certain conditions even though winds or seas appear relatively benign.

There is a view that life jackets should be worn if sail has been shortened, or even retrieved altogether to go to the iron sail in preference. This view is not supported by the writer, as on our boat we often shorten sail to give the boat a more even keel. We're not in a hurry and like sometimes to lengthen the journey on the water. Others may do the same. Sometimes the iron sail is activated because the journey is only a short one and the sails are all neatly folded away ready for the night.

The decision as to when to get the Life jackets out is not a trivial one. At this stage each individual craft should have its own policy, and that may include wearing life jackets all the time. They are designed to be a life saving device and many drownings from boating accidents occur every year.

CRUISE REPORT Around the Bay January 2017

Participating Vessels:

Sapphire, Silk Department, Grashopper, Wanton, Quietta, Second Wind 2

Matthew Flinders managed to sail to all points of Port Phillip Bay in just 5 days, and that included a land excursion to the You Yangs and a quick hike up Arthurs Peak! He did this in an open boat with a minimal crew and with no prior knowledge of where he was going or what he was going to find.

In comparison, we had modern sailing vessels, auxiliary power, nautical charts, and good local knowledge of the

waterway and the weather. But we still didn't complete our circumnavigation in 5 days.

It was nevertheless a great cruise. We headed out of Martha Cove at around 11.00 am on Monday January 6 to bright sunshine and a 15 knot southerly breeze with a fairly flat sea. It was great start.



Day one objective was Queenscliff Marina, which we achieved by about 4.00 pm and that included a short stay for a couple of boats at Popes Eye on the way across. Entering The Cut (also known as the River) at Queenscliff can be interesting if there is a strong outward tide, and the tidal stream was predicted to be just passed its peak at 4.30 pm as we came in. But it was all quite benign with just a bit of drift across the marina rather than the strong tidal stream that we expected, and we all tied up with no mishaps.

Day 2 objective was St Helens at Geelong and this is a long sail. There was no wind at all at 8.00 am, but we wanted to catch the incoming tide up the bay, so the fleet headed out under motor. We said goodbye to Second Wind 2 about an hour out, as they had scheduled to return home the next day and had decided to go back to Martha Cove.



We motored up through all the reefs, fishing boats and a couple of submerged wrecks off St Leonards and Indented Head, and finally started to pick up a bit of breeze off Port Arlington. There is some major work taking place here and the outcome should be a future overnight safe harbor for our small boats. Sailing time to St Helens was 8 hours.

Strong wind warnings for the Wednesday made us decide to call it a rest day. The fleet stayed tucked up in St Helens. Walks into Geelong, a visit to the nearby maritime museum, and some overdue boat maintenance seem to occupy the crews for the day.

Further strong winds were forecast for later in the week, but Thursday looked to be OK. So the fleet headed off early on Thursday morning towards Melbourne, initially with light variable winds and a fair bit of motoring. We had originally planned to break this part of the sail into two legs, with a stopover at the halfway point in the Werribee river. However the forecast didn't look good for the next few days and there was a possibility that if we anchored overnight in the river, we might not be able to get out till after the weekend. The wind freshened, so we put in a long sail all the way to Docklands. This was another 8 hour sail with a freshening north north westerly wind gusting to about 18 knots. It was a great sail.

At Docklands however the sail planning started to come unstuck. The Friday forecast included strong wind warnings again, this time with a predicted swell to 2 metres. In Victoria Harbour it all appeared to be calm for most of the time, when out of nowhere would come this freight train of north wind sweeping all before it. Not great sailing weather. We had another rest day, or rather most of the fleet did. Quietta decided that they wanted to keep going and get back to Martha Cove, so they headed out and had an eventful sail with some big swells and some strong following winds all the way down the bay. They may have a story to tell about this journey.

Plan B went in to action on the Saturday morning. We left the boats in Docklands and traveled by road down to Martha Cove to pick up the cars and trailers. Then back to the other side of the Yarra to The Warmies where we left the cars and trailers. Another short trip back to Docklands and onto the boats which we then motored down the Yarra to The Warmies and set about the business of retrieval and derigging. It wasn't the way Matthew Flinders would have done it, but then again we **could** have sailed the last leg in 30 knot winds and a 2 metre swell and completed the circumnavigation. We just chose not to this time.

CRUISE REPORT

Australia Day Cruise

Mid Week Cruise

2017

By Edwin Flynn

Participating Vessels:

Crème Caramel , Good Cruzin', Interaction, Katrina, Lady Bug, Sapphire, Scallywag, Serenata, Small Change, Yellow Boat and Wanton

Australia Day, January 26, fell on a Thursday this year, so there was no Australia Day Weekend. It was actually a 4 day period with a normal working day in the middle. This didn't seem to discourage the BTYC members who joined the Australia Day Cruise – eleven boats for most of the weekend. This year we also decided to attach a mid week cruise to the back end of the Australia Day Cruise and this also proved popular with five to six boats and their crews participating.

The fleet initially sailed to Nicholson and literally took over the jetty there. When all the boats were safely tied up, some rafted 2 deep, John and Roz Prins, Norman and Annette Munns and Gary and Jenny Prescott joined us at the jetty. It was a very social afternoon. Given that we had two new member boats, Gary Perkins in his Cole 23 called Yellow Boat; Vicki Long and Adam Foster in their Careel 18 called Lady Bug, we presented these new members with their Club Burgee and Club Labels for their car and boat. We also took the opportunity to make a 30-cruise milestone presentation to Tony and Gaye Pitt.

We left the Nicholson at 10 am the following day with no wind and a mirror glaze to the water. It was very calm.



But when we entered Lake King the wind started to pick up from the east, right on cue, and we were soon having a great sail, albeit with a bit of tacking, toward our initial destination of Metung and then onto Lakes Entrance.

The next day, Saturday 28th January, it was initially agreed to meet at Barrier's Landing. With part of the fleet I left Lakes Entrance about 10.30 am and arrived to a very busy Barrier's Landing. There was a wall of boats from one end of the waterway to other and several club members later commented that they had not previously ever seen this area as busy. It was a very hot day and the crews of Yellow Boat, Wanton, Good Cruzin' Crème Caramel and Lady bug decided to drop anchor for a break just West from the busy Jetty to wait for the rest of our fleet. The current was running strong so Ed dived into the water with a rope and swam up to Good Cruzin' and tied up to a rope thrown in by Phil. Soon Garry from Yellow boat was also in the water with another length of rope. Ed swam back to Lady Bug that also threw in a rope and another rope went to Crème Caramel. It was a great way for all of us to safely swim in the quickly moving water.



After the refreshing swim and a small lunch, Ian Clapperton (Crème Caramel) suggested we sail onto to Metung via Reed Bay. Ian did instruct us to follow carefully as the channel is unmarked and very narrow. But we didn't follow closely enough and three of us soon hit shallow ground. After floating free, we saw that Crème Caramel and Good Cruzin' were already out of sight. Not knowing the channel we decided to turn back and proceed to Metung via Reeve Channel. We had a great sail.

Boxes Creek was the overnight destination for Saturday night. Wanton, Scallywag, Little Dove, Crème Caramel, Lady Bug, Yellow Boat, Good Cruzin' and Sapphire all found spots in the Creek along with about 20 other craft of different makes and sizes. As Ian wanted to break the

record for the number of people hosted on Crème Caramel we were all invited to a Happy hour on his boat. Iolanda and Phil saw the builder of their boat Good Cruzin', Richard and his partner Robyn in their big catamaran, so they too were invited. All 14 were catered for on Crème Caramel and nibbles and refreshments appeared from all directions. Afterwards, no one was hungry enough to fix a meal for the evening.



The next day, Sunday 29th January, was the official end of the *Australia Day Weekend Cruise*. The fleet left Boxes Creek at 9.30 am to go back to Paynesville via Metung. Some of the boats headed straight back to Paynesville in the morning to pull out and de rig. Others took their time with a stopover at Metung. We found enough spaces at the Metung jetty in front of the pub to remain there for a few hours. The rest of the fleet headed back in the afternoon. On the way I could not resist the chance of catching a fish so I threw my fishing vane over the stern and before long I was catching some very nice Taylor. I caught 3 and lost more. If you have not fished while you sail you really ought to try it.

While the Australia Day cruise was finishing, the mid week cruise was starting. I remained at Paynesville for the night shopping for supplies and generally relaxing with several of the other boat crews. We left there the next morning and sailed to the Grange. There Clive and I played chef. Clive cooked delicious pasta and I cooked up the fish in tomato sauce served with rice washed down with a little of Clive's wine and Gary's home made brew.

We remained at the Grange for two days. Sapphire, Good Cruzin', Lady Bug and Small Change left the cruise and the remaining fleet consisting of Crème Caramel, Katrina, Scallywag, Serenata, Yellow Boat, and Wanton decided once again to sail to Barrier's landing. We had a wonderful sail to Barriers Landing, and when we arrived the jetty and the beach was all to ourselves. What a contrast to four

days before when the whole waterway and beach was just full of watercraft. As I came in to Barriers Landing I found that my motor would not go into a slow idle. It was full throttle or nothing. I needed to get into the jetty so I waited until everyone was tied up. I then proceed to motor into the jetty cutting the motor out a way off the jetty and with the help of the other baysiders I managed to safely tie up. I spent the next hour or so trying to work out what happened to my motor. Gary Perkins suggested I had some dirt blocking the idle jet. It was Ian Clapperton that suggested I try to blow the obstruction away with a jet spray or CRC. Sure enough on the second spray the obstruction was cleared and I was able to use the motor safely after that.

Both the Australia Day Cruise and the mid week cruise were in my view very enjoyable with almost perfect weather throughout the week. As all good things come to an end, I pulled Wanton out of the water on Friday the 3rd February. Crème Caramel and Katrina too were retrieved at that time. Yellow boat was retrieved the following day and Serenata and Scallywag remained for another day or two.

Trailer Maintenance Essential and Non Essential Tasks

By Tony Pitt

With the current sailing season now drawing to a close, it's time to get into the various maintenance and modifications that are to be done over the next few months. Trailer maintenance often gets put down the priority list, because it isn't quite as much fun as doing a few repairs and improvements up on deck. However boat trailers are prone to breakdowns. They are regularly in and out of salt water, have some moderately complicated moving parts, and can ruin a holiday if they decide to give up some hundreds of kilometres away from home.

The following are some thoughts on boat trailer maintenance. It can be combined with a checklist for an annual maintenance check

Wheel and wheel hubs

Wheel nuts and studs tend to rust and they can rust quite badly. I like to take all the wheel nuts off at least once a year to ensure that they do not seize onto the stud with rust. Another problem is that the stud seating can rust

away so that the stud can be pulled through when tightening and the result will be a ruined trailer on the roadside somewhere. Inspect the wheel hubs for rust and consider replacement after 10 years or less.

Tyres

Check for tread wear, particular on the inside. How old are they? Depending on storage, the tyres may need replacing after 10 years or sooner, even without much tread wear. After 10 years the walls can go brittle and tend to give way. Look for telltale *Rhinoceros Hide* cracking or any longitudinal fissures in the walls.

Wheel Bearings

Inspect every year for any sign of water in the grease and clean and repack as required or at no more than every 3 years. Replace the bearing if there is any sign of wobble or excessive movement in the bearing before repacking. Make sure that you ease the wheel nut back by at least a quarter turn after reassembly.

Springs

A liberal coating of fish oil appears to help to prolong their life. But it is difficult to apply to all parts of the springs, and don't expect good company for the next 24 hours after using it.. Check for rust around the mounting brackets and bushes. Some of the rocker assemblies have a grease nipple that should be greased regularly. I believe that the springs should be replaced after 10 or 12 years, as they seem to give problems with age in salt water.

Brakes

Inspect pads for wear. Inspect all activation mechanism and replace any rusty parts.

Lights

These are checked every time the trailer is connected, but annually I also like to check and treat the plug and socket connections for the trailer and car. There is often mild corrosion on the terminals that should be cleaned. Check the connections inside the plug for corrosion. If using a sealant to keep water out of the plug, choose one with neutral cure.

Log Book

As a final comment, consider keeping a maintenance log book for the trailer. It is surprising how quickly time runs away and a job that you thought was done 2 years ago was actually done 5 years ago!

Important Notice

Baysiders Premier Event

Ten Pin Bowling

4.00 pm to 6.00 pm

Saturday June 3 2017

So when was the last time you went ten pin bowling!! This will be an off-water event that should not to be missed. Instead of sitting at home for a wintry afternoon or watching football somewhere in the rain, come ten pin bowling with your sailing buddies for a bit of fun and frivolity. After bowling, we intend to go somewhere nearby (not yet determined) for refreshments and a meal.

The Bowling will be at

The Healthways Recreation Centre

1 – 11 Arcade Road

Mont Albert North

We have booked for 2 games starting at 4.00 pm and our intent is to break between the games for afternoon tea. We have a meeting room arranged for this.

Iolanda Cruz and Phil Gooding are coordinating the booking and the numbers. It is important that they know final numbers prior to the event to ensure that we have enough bowling lanes available. For this reason, you must contact Iolanda before

Friday May 26

and advise if you intend to come. The cost will be \$23.50 per person for the 2 games, and this includes shoe hire. Make sure you bring some socks!

Contact Iolanda by telephone on: 0425 717075

or by email: sailingyoyo@hotmail.com

This will be very different from our normal collective activity of messing about on boats

Notice of Cruise

Easter Cruise, PAYNESVILLE

Friday April 14 till Tuesday April 25, 2017

Cruise Coordinators : Kristine Jones (0425 552892) and Andrew Jones (0413 551 892)

Launch at Paynesville or at other suitable location. Be at Paynesville by 12.00 midday on Friday.

Briefing will be on Friday April 14, 1200hrs on the lawn area in front of the Paynesville newsagent. The cruise may include a night sail. Please check and confirm all navigation lights are fully operational.

If you are unable to make the briefing by 12.00 midday, advise the cruise coordinator by telephone.

Please Note: The following are the individual responsibilities of each skipper

- Advise the cruise coordinator of your prior intent to participate in the cruise.
- If you register for the cruise and for some reason are unable to attend, advise the cruise coordinator.
- The skipper should make radio contact with the cruise coordinator at the start of the cruise.
- Carry adequate navigational charts for the area in which the cruise is being conducted.
- Ensure that the vessel is fully compliant with Marine Safety Regulations
- Advise the cruise coordinator when you are leaving the cruise, particularly if leaving the cruise early.
- Maintain a marine radio listening watch at all times on the water during the cruise.

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