

# Bayside Trailable Yacht Club

NEWSLETTER

December 2010

<http://www.baysidetrailableyachtclub.com>

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## Commodore's Commentary

Hard to believe it is December already. Time flies by when you are not looking, and who's looking anyway. It has been a terrific year for the club and a terrific start for the new sailing season. The opening sail has come and gone and we have had our Annual Xmas Party.

Although Roz and I could not be there, we know that the Xmas Party was an outstanding success.

The Xmas party was a credit to the Social Sub Committee and Treasurer Joan. The fun of the evening and its success will no doubt give the Social Sub Committee confidence in planning future activities. The Xmas party was the big test and they passed with flying colors. Given my inability to attend I would like to send a big thank you to Past Commodore Ian Clapperton for so ably filling in for me at short notice both as Acting Commodore but also as Disk Jockey at the Xmas Party.

I also want to send a big thank you to Andrew and Amanda Federwociz for hosting our first meeting that was held on the 3rd of October at their home. The meeting and BBQ were an outstanding success with so many attending the BBQ and the first general meeting. Great venue and great hosts.

On behalf of Roz and I and the Committee I wish you all a Happy Christmas and a Happy new Year.

I look forward to seeing you  
on the water

COMMODORE JOHN PRINS



## Your Committee

Commodore	John Prins	9755 1666
Past Commodore	Ian Clapperton	9783 8580
Secretary	Edwin Flynn	9744 5593
Treasurer	Joan Rockliff	5076 4165
Cruise Co-Ordinator	Kenton Lillecrapp	9836 6824
Membership Secretary	David Morrissey	9740 7568
Newsletter Editor	Edwin Flynn	9744 5593
Social Secretary	Clive Aikman	9735 5677
Committee Member	Geoffrey Peplar	5076 4165
Social Sub Committee	Sue Aikman, Lesley Clapperton, Ann Lillecrapp, Sue Morrissey	
Public Officer	Andrew Federowicz	9853 4944

## MAILING ADDRESS:

The Secretary  
P.O. Box 2254 Sunbury Vic 3429  
E-mail: [btycsecretary@gmail.com](mailto:btycsecretary@gmail.com)

### THIS NOTICE APPLIES TO ALL ADVERTISED CRUISES IMPORTANT PLEASE NOTE SKIPPER'S RESPONSIBILITIES



IT IS THE RESPONSIBILITY OF ALL SKIPPERS TO:

ADVISE THE CRUISE COORDINATOR OF THEIR INTENTION TO PARTICIPATE BY PHONE NO LATER THAN THE THURSDAY NIGHT BEFORE THE EVENT.

IF YOU ARE UNABLE TO ATTEND, PLEASE CONTACT THE CRUISE COORDINATOR AGAIN.

IT IS THE RESPONSIBILITY OF ALL SKIPPER'S TO ENSURE THEIR VESSEL COMPLIES WITH ALL RELEVANT LEGAL AND SAFETY REQUIREMENTS.

ON THE DAY:

1. MAKE RADIO/PHONE CONTACT WITH THE CRUISE COORDINATOR AT THE START OF THE CRUISE.
2. CARRY ADEQUATE CHARTS/MAPS OF THE PROPOSED CRUISE AREA.
3. HAVE THE VHF OR 27 MHZ RADIO TURNED ON WHILST UNDER WAY ON THE WATER.

## THERAPY IN DRY DOCK

A routine inspection revealed a rusty mark on Therapy's keel that required more detailed investigation. The keel is a fin & bulb type, a 1 meter long fin with a 350 Kg lead bulb cast on the bottom. It was originally made of 2, 3mm thick mild steel sheets with a 50mm gap between them and a rectangular guide section at the top. This slid up and down on nylon strips inside another frame which was enclosed within a plywood casing that extends from top to bottom, both sections were later galvanized.

After the galvanized was done, a slight bend was left in the fin section, possibly due to the heat from the galvanizing but the lack of sufficient ribs within the fin probably wouldn't have helped. At the time I didn't consider this a serious problem as everything seemed to work properly.



The problem now was to make a proper inspection of the full keel, this was going to be difficult as a mobile crane was needed to lift the boat over the keel to install it in the first place. I decided to make a set of lifting stands to raise Therapy from the trailer and for future maintenance. Having done this we soon discovered that the problem was far worse than first thought, the fin had been rubbing against the guides and the galvanizing had been rubbed off both sections.

Not only did we need a new keel but also a new guide box. Fortunately it didn't look as if the keel was going to fail any time soon giving plenty of preparation time.

The new parts were made on the same principle but with a little more thought this time. The construction was all stainless steel with thicker guide strips and more clearance, minus the bend. We also fitted a modified boat trailer winch to raise and lower the keel but have still retained the hand winch, just in case.



The new parts were ready to go by the end of the season. We jacked Therapy up on stands and this time took the trailer away completely. It didn't look too secure so a couple of tyres were added underneath, just for reassurance.

I used a 9" angle grinder to cut through the fin to first remove the lead bulb and then lowered and cut again until all the keel was removed. The next step was to remove the old keel casing from inside the boat, the angle grinder did the job again but left a terrible mess and the burnt wood smell lasted for ages. I now had an opening in the cabin roof and the bottom of the boat and kept cutting away until the new casing

fitted in the top and out the bottom. With the assistance of some fellow yachities, Ed & Joe, the new casing, complete with its stainless steel frame, was dropped into place and glued in.

The old lead bulb was reattached to the new fin with bolts from underneath and can now be separated for easier maintenance, the keel can also be removed through the top of the boat.

The new winch sits on top of the keel within the cabin and can be slipped off and out of the way for maintenance.

There is a limit switch to stop the travel for both the raising and lowering functions.

Now for some stress free sailing

Sue & Dave

Therapy



## Membership Secretary's Corner Seeking new members.

G'day, ve'been let out of me bunk to spruik the well-known God fear'd fact that our club's survival is reliant on its ability to highjack new members. You may well inquire what can you do about that. TO STATE THE BLEEDING' OBVIOUS - be a good ambassador for the club, and if you meet a yachty that you think will fit in with the club's easy going fun but safe attitude to sailing, put 'im or 'er in touch wiv' me, David Morrissey, your intrepid membership secretary. Me contact details be found in this here rag, but in case you be ill from a bad case of domestic blindness, or have had too much rum, here it is again:-

### David Morrissey

PH: 0457 734 969

Email: sue.dave.37@hotmail.com



## Cruise Report

Cruise from Werribee River to Geelong weekend of 20 & 21st November.

The forecast for the weekend was sensational. Warm and sunny with South East to South Westerlies of 10 to 15 knots on Saturday and rising to 15 to 20 knots on Sunday afternoon.

We launched at the Werribee ramp around 9.00am, tied up at the little jetty and had a short briefing with the Coast Guard guys warning us that the tide gauge mark on the way in is always further north than you expect and how important it is not to turn until well lined up with it. We motored out one after the other on the rising tide & set sail in a steady 10 knot southeasterly just past the tide gauge.

The south easterly allowed us to sail close hauled almost across to Port Arlington where we eased sheets a couple of miles off Point Richards for a long reach down to Corio Bay and Geelong. In perfect conditions we arrived about 4.00pm at Royal Geelong Yacht Club where Tom the marina supervisor had a couple of pens waiting for us. They were particularly busy this weekend as the club was hosting an off-the-beach regatta as well as having a major triathlon being run along the foreshore. A shower at the club and a couple of drinks at the bar had us ready for the night and then we wandered down the foreshore to one of the many restaurants.

The next morning we had a leisurely start, sailing off in a light southerly for the northern side of Corio Bay, finding the North Channel without much trouble and reaching through there until we passed the forbidding and smelly Bird Rock. Giving the Point Wilson explosives wharf a wide berth we headed north east for Werribee with the wind still southerly and strengthening to 20 knots by lunch time. We left the mussel farm to port and proceeded directly for the Werribee River with the sea building behind. Entering the river entrance around 3.00pm with the strong southerly over the outgoing tide was interesting but by 3.30pm we were all safely in and tied up at the jetty.

Oh!.....I just woke up. It was all a dream. Nobody turned up so the cruise was abandoned. What a shame as it was such a good sailing weekend.

Kenton

Noelx 25 "Silk Department"

WHAT  
DO  
BAYSIDERS  
DO WHEN  
NOT SAILING



Well the Flynnns needed to get to WA to baby sit their brand new grand child for a couple of weeks, so they purchased a small caravan and off they went across the Nallabor. After their baby sitting was over they set off north to Exmouth. Here is Helen examining one of the huge termite mounds near Exmouth. But it did not end there, below is a picture of Ed with royalty, Prince Leonard of Hutt River Province. Following the success of the province's armed forces exercises with some Freelance army in the USA the Prince is pretty interested in having a navy. Yes BTYC yachts would be welcome in his navy.

Other Baysiders like to live just a little more dangerously. The guy in the white suit below is not from Mars at all, he is our very own Joe Ciantar. Joe is a bit of a honey lover, so he keeps bees so that he never runs out of the golden stuff. Just before these pictures were taken Joe had found two swarms hanging from a fruit tree. Well he said, swarming bees are "kind of drunk" cause they eat a lot of the honey in their hive before swarming with a new queen. So Joe decided to get the swarms to fall in the white bucket that you see in the picture. He was not wearing the white suite. Unfortunately for him some of the bees were so drunk and they swarmed, well actually it was an attack. Joe copped a beauty under his chin. We could not stop laughing. After that the suit went on.

PS: have a look at Joe's boat in the dam.



Left: Well that was easy. Wasn't it? That dark stuff you see in the white box are hundreds and hundreds of bees. Some drunk but some pretty mean and annoyed as well.

Below: Joe's yacht took a little swim in the dam during the weeks it took to rebuild her trailer. It became the point of interest to the curious neighbours too. Actually with so many bees looking for a nice warm spot to swarm and set up hive I wonder if we will find a nice hive when the boat is returned to the trailer.



## 2011 - Baysiders Hervey Bay Trip Update

### 1. Proposed Dates

Three weeks from Saturday 17th September to Sunday 9th October.

The key dates for cruising during this 3 weeks will be:

Wed 21 Sep Tin Can Bay – launch boats  
 Fri 23 Sep Depart Tin Can Bay for Urangan (overnight at Gary's Landing (half way along Great Sandy Straits)).  
 Sat 24 Sep Arrive Urangan (Great Sandy Straits Marina)  
 Sun 25 Depart Urangan for Wathumba Inlet (enter creek after about 3.00pm)  
 Thurs 29 Sep Depart Wathumba Creek for Urangan  
 Fri 30 Sep Depart Urangan for Tin Can Bay (overnight at Gary's Landing again).  
 Sat 1 Oct Arrive Tin Can Bay marina

The dates are subject to revision after group discussion eg, leave Tin Can Bay for Wathumba Inlet on Saturday, rather than Sunday or due to tides.

### 2. Marinas

I have spoken to the Tin Can Bay Marina & the Great Sandy Straits Marina at Urangan. Both are happy to have us but Tin Can Bay Marina being more definite made a tentative booking. The manager has suggested that we may be able to reduce cost by rafting up in their bigger pens. Costs are about \$38/night at Urangan and about \$30/night at Tin Can Bay. Showers & toilets at both marinas are outstanding.

### 3. Launching

Tin Can Bay marina has a launching ramp, but there is a better ramp about 500 metres downstream near the yacht club (dolphins feed there every day).

Urangan has a major 4 lane wide launch ramp. It is very good quality, but quite difficult for yachts as there are no little jetties to tie up to on launching and, whilst it is in the harbour and protected in that sense, I found that an on-shore wind made it quite difficult to launch & retrieve.

It is also possible to launch at Urangan and drive the car & trailer down to Tin Can Bay and then catch the bus back to Urangan. This exercise takes at least half a day, but it allows you to only do a one way trip down the Great Sandy Straits rather than both ways.

### 4. Car Parking

There is no secure car & trailer parking at Tin Can Bay, but the manager has suggested the large car park next to the marina and behind their holiday units. Tin Can Bay is a very small village & security is not really a problem there.

Urangan has secure car & trailer parking (which I have used) at the moment, but the marina advised me that it may not be available by middle of next year. Urangan is a busy, major centre and the only alternative is to leave cars in the boat launching car park.

### 5. Charts & Books

The pilot for this area is "Beacon to Beacon" and it retails for about \$38. It is an excellent yachties' description of the Great Sandy Straits.

### Charts are:

GSS1 Great Sandy Strait (Sth)

GSS2 Great Sandy Strait (Nth)

AUS 817 Hervey Bay

All should be available at Boat Books. Alternatively, look at [www.msq.gov.au/charts/](http://www.msq.gov.au/charts/)

### 6. Travel

I plan to leave on Saturday 17th September, travelling up the Newel Highway and staying at caravan parks on the way. We can talk about travelling as a group later, but the key thing is to arrive in time to leave Tin Can Bay together.

If there is time at the end, I plan to drive home via Byron Bay and spend a few days in a caravan park there.

### 7. Options

Some people may prefer to launch at Urangan and meet up with those sailing up from Tin Can Bay when they arrive.

### 8. Tides

Tides are quite strong, and this trip has had to be designed around access to Wathumba Inlet at convenient times of the day. On the first day we will arrive at Wathumba around mid afternoon and enter with the incoming tide. The next morning high tide is around 0600 so we will leave the inlet by about 0700 to 0800. You will generally need to wait for the incoming tide in order to get back in. Over the 4 or 5 days, the morning high tide gets later so the starts do not have to be so early.

### 9. Supplies and Equipment

You will need to be fully equipped for at least a week away from any sort of supplies. This means carrying enough food, water and fuel for this period. We will be anchoring or backing in to the beach in Wathumba Inlet. This is a tidal creek and there is a strong tidal flow. You will need a good purposeful anchor (the bottom is sand and good holding).

A dinghy, while not essential, is really useful, especially if anchoring off as many of us prefer in this inlet.

The sun is really powerful here. Some sort of boom shelter or bimini is really useful.

### 10. Communications

All boats should be equipped with VHF radios.

If we are travelling on the road together, you should have UHF radio even if it is only a cheap hand-held.

Mobile phones will not work at the top of Frazer Island (Wathumba Inlet).

### 11. Background Information

See my article in the Baysiders Newsletter of about 3 years ago describing this trip.

Kenton Lillecrapp

Frazer Island Trip Cruise Coordinator

# BTYC

## Cruise Calender 2010/2011

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<b>Event</b>	<b>Date</b>	<b>Cruise</b>	<b>Cruise Co-ordinator</b>	<b>Launch</b>	<b>Overnight</b>
Pre- Season Shakedown Sail	16/10/2010	Westernport	Ian Clapperton	Hastings	Yes
Opening Season Sail	30/10/2010	Gippsland Lakes	TBA	Paynesville	Various
Day or W/E Cruise	20/11/2010	Portarlington	Kenton Lillecrapp	Werribee	Werribee River
Christmas	26/12/2010	Gippsland Lakes	Clive Aikman	Paynesville	Various
Australia Day	22/01/2011	Gippsland Lakes	TBA	Paynesville	Various
Around French Island	March 2011 Date fixed subject to tides	Westernport	Brian Loh	Hastings	Spit Point
Labour Day Weekend	5/03/2011	Corio Bay	TBA	St Helens	Lagoon Boat Club
Easter & Anzac Day	22/04/2011	Gippsland Lakes	TBA	Paynesville	Various
Activites at the Pondage	14/05/2011	Hazelwood Pondage	Don McCowat	Hazelwood Yacht Club	Hazelwood Caravan Park
Queens Birthday Weekend	4/06/2011	TBA	TBA	TBA	TBA
Fraser Island Whale Cruise	September 2011	Hervey Bay/Fraser Island/Great Sandy Straits	Kenton Lillecrapp	Tin Can Bay	Wathumba Creek

## The 2010 Christmas party

Oh what a party we had that night and we had the best time of all. It was fantastic. We all had a great time. Some of us tried to sing, some tried to make jokes and some danced and some played diskjockey. What a night. All the ladies looked so nice and the guys tried to look good too. The games and the quizzes got everyone into it. Here are some pictures of the fun courtesy of Peter Nyga's camera work.



### From the editor:



Hello Baysiders and welcome to the Christmas edition of our newsletter. We have had a wonderful start to the year with submissions of photographs and stories from so many members. It makes my job a little easier and I hope that this edition will be fun and informative for you to read.

We've had our Christmas party and it was noted that this party was very different from the past. The ladies liked dressing up 'pretty' and the entertainment was certainly different from the past.

Some of the ladies at the party commented that they enjoyed reading the newsletter. So please print this newsletter and give it to your 'partner' or 'wife/husband', they want a read as well. I know that there is a temptation to view the newsletter on line in colour, but it prints very well and it should not be difficult for you to do.

I am also attaching the membership list. This is the latest and most up to date version, so please print it and keep it on your boat too.

Our club's newsletter relies on you our members. We all like reading about the adventures we have on and off the water. Next time you are out sailing, maintaining or cooking up some new delight in your Yacht, please send me a small note by email or post so that we will include the article in the Newsletter for other members to enjoy.

Articles can be emailed to your Editor, [btycsecretary@gmail.com](mailto:btycsecretary@gmail.com). All submissions will be welcome.

Edwin Flynn - Editor