



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

December 2018

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Coorong**

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Visit our website at:

[Http://www.baysidetrailableyachtclub.com](http://www.baysidetrailableyachtclub.com)

BTYC Committee

Commodore	Edwin Flynn	9744 5593
Past Commodore	Kenton Lillecrapp	9836 6824
Cruise Director	Chris Slaney	0400 764141
Treasurer	Tony Pitt	0408 514581
Committee	Gaye Pitt	0408 266 325
Committee	Dave Morrissey	0457 734 969



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COMMODORE'S CORNER



Edwin Flynn

Ahoy Baysiders

It is December already. We have had our opening sail on the 3rd November at the Gippsland Lakes and our Xmas Party at the Hobsons Bay Yacht Club on the 24th November. Our new sailing season began at the well attended AGM held on the 14th October at the Hastings Yacht Club with the election of our new committee.

Our outgoing committee was virtually re-elected at the AGM and comprises (in alphabetical order):

Edwin Flynn (Commodore),
Kenton Lillecrapp (Past Commodore),
David Morrissey (Committee),
Tony Pitt (Treasurer and Newsletter Editor),
Gaye Pitt (Secretary) and
Chris Slaney (Cruise Director).

We extend our thanks to Vicki Long for being on the committee last year.

The cruise calendar for this year offers a full variety of local and interstate cruises. Do try to schedule coming along on some of these cruises. With some cruises, particularly the interstate cruises, you need to notify the cruise co-ordinator of your intention to attend as soon as possible, as often bookings of facilities are essential and numbers may become limited.

A new award has been created by two of our more devious members, Clive Aikman and David Morrissey. It has been called "OOOh that sinking feeling" award. The award recognizes humorous and non harmful mishaps on the water during cruises. I was the inaugural recipient of this award.

To cut a long story short, at this time last year I had replaced a rubber skirt from around the bottom of my keel box with a new one. In the process of reattaching it to the bottom of the boat I missed one screw hole the size of a pin head. That was enough to allow quite a bit of water into the boat. When my crew was in the cabin arranging the gear about the place she noticed the water. At first we thought it was a harmless leak from the fresh water tank but it soon became apparent that it was a salt water leak. Yes we certainly got that awful sinking feeling. So we made the decision to withdraw from the cruise.

So watch out for mishaps of any nature during cruises and let's see the funny side of things with a later nomination for the award. All cruise participants may nominate such events to the cruise co-ordinator after or during cruises and the best nomination at the end of the year could be awarded the new trophy at the club's Xmas Party.



This year's "Spirit of the Baysiders Award" was made to Joan and John Coombs (Merlin) for rescuing a damsel in distress (Debbie Howe); the commodore and my dog Snowy. You can read the full story in the Australia Day 2018 Cruise report to be found in the March 2018 Newsletter at

<http://www.baysidetraileableyachtclub.com> .

The annual perpetual "Cole Trophy" was awarded to David and Sue Morrissey for their often behind the scenes long time contributions to the club.



Finally a special thank you and best wishes to our committee members, without whom our club cannot exist.

On behalf of your committee I wish you a Merry Xmas and a Happy, Prosperous and Safe New Year.

See you on the water.

CRUISE REPORT OPENING SEASON CRUISE GIPPSLAND LAKES

By Kenton Lillecrapp

Participating Vessels: *Silk Department, Grasshopper, Crème Caramel, Small Change, Wanton, Trilby, Sea Farrer, Sea Dove, Soul Maid, Spiders Web, and a new Whitley (Munns and Gooding)*

Friday was one of the blowiest days we have experienced so rigging up in the car park at Paynesville was a challenge. With whitecaps in McLennan Strait, we, along with the crews of Grasshopper and Sea Farrer decided to go straight to dinner with the other Baysiders at the Paynesville Hotel and wait until morning before launching.

Saturday morning was little better, but with several Baysider boats already on the pontoons in town we decided to launch and make the short trip up to town to join them. In this short trip we measured 28 knots on the anemometer. Martin in Grasshopper, assisted by Kenton was next to launch, closely followed by Mick in Sea Farrer assisted by Phil Gooding. It's a good thing that Sea Farrer followed Grasshopper up the Strait as Martin's motor failed halfway up there. So in his first 5 minutes on the water with the Baysiders, new member Mick Lowther was called on to do a rescue tow. This tow involved the two boats crossing in front of the ferry into the very strong headwind at excruciatingly slow speed just as the ferry was about to start its journey. Thank heavens for a very patient ferry driver.

Saturday continued all day long with gale force winds from the south so we all stayed in town, securely tied up but rocking and rolling.

Sunday dawned fine with a 10 knot easterly, so we had a lovely sail across Lake King and up the Nicholson River, dropping sails just before reaching the Nicholson jetty. We had a great Happy Hour, with a highlight being Kenton's Nautical Trivia Quiz. Prizes were won by Ian Clapperton and Martin Jones.

Monday morning we all motored down the river in windless conditions to meet Commodore Eddie Flynn who had arrived from Paynesville in time to anchor and take the salute. Each boat, fully dressed, sailed or motored past and saluted the Commodore while he endeavoured to squirt them with his super soaker. The sail past was just concluding when two boats appeared in the distance. Brenda and Gerald in Spiders Web came sailing across and behind them Norman and Annette Munns with crew Phil and Iolanda in Norman and Annette's new Whitley.

With the forecasts for Tuesday (Melbourne Cup Day) and Wednesday looking terrible, some members sailed directly for Paynesville and the launch ramp while the rest of us motored and sailed across to Ocean Grange. Another Happy Hour saw the close of the cruise, with most of us returning to retrieve boats early in the morning in order to beat the rain.

Welcome to New Members

Our membership is still growing and we are now back above 40 sailing members with another 5 associate memberships. Welcome to Simon and Marion Purser. They are the most recent new members to our club. They sail an RL 24 called Ariel and are scheduled to be part of the fleet in the Round the Bay cruise for 2019.

CRUISE REPORT LONG DISTANCE CRUISE GOOLWA AND THE COORONG

By Kenton Lillecrapp

Participating Vesels:

Silk Department, Take It Easy, Scallywag, Blueprint (Farr 6000)

It's a very long time since I last sailed around Goolwa and the Coorong. Around 45 to 50 years I think. We lived in Adelaide then and spent many happy holidays sailing around those waters first on our Cunningham Quickcat and then on our Hartley TS16. My father and I used to sail miles up the Coorong for days on end, staying overnight in little bays and inlets, sometimes fishing and thoroughly enjoying the isolation. There was no GPS then and we never used maps or charts. Nor did we have mobile phone or radio contact. Navigation marks were few and far between.

This time we were well equipped and well briefed. Good charts, pilot books, information from the people at Goolwa Regatta Yacht Club, GPS, radios, phones and plenty of supplies. Our plan was to base ourselves at the Goolwa Regatta Yacht Club, sail up the Coorong over 4 or 5 days, return to Goolwa for resupply and then sail clockwise around Hindmarsh Island and across Lake Alexandrina to Narrung over 4 or 5 days.

Silk Department and Take it Easy travelled together from Melbourne, staying a night on the way at the historic airfield at Nhil. It was rather an expensive trip

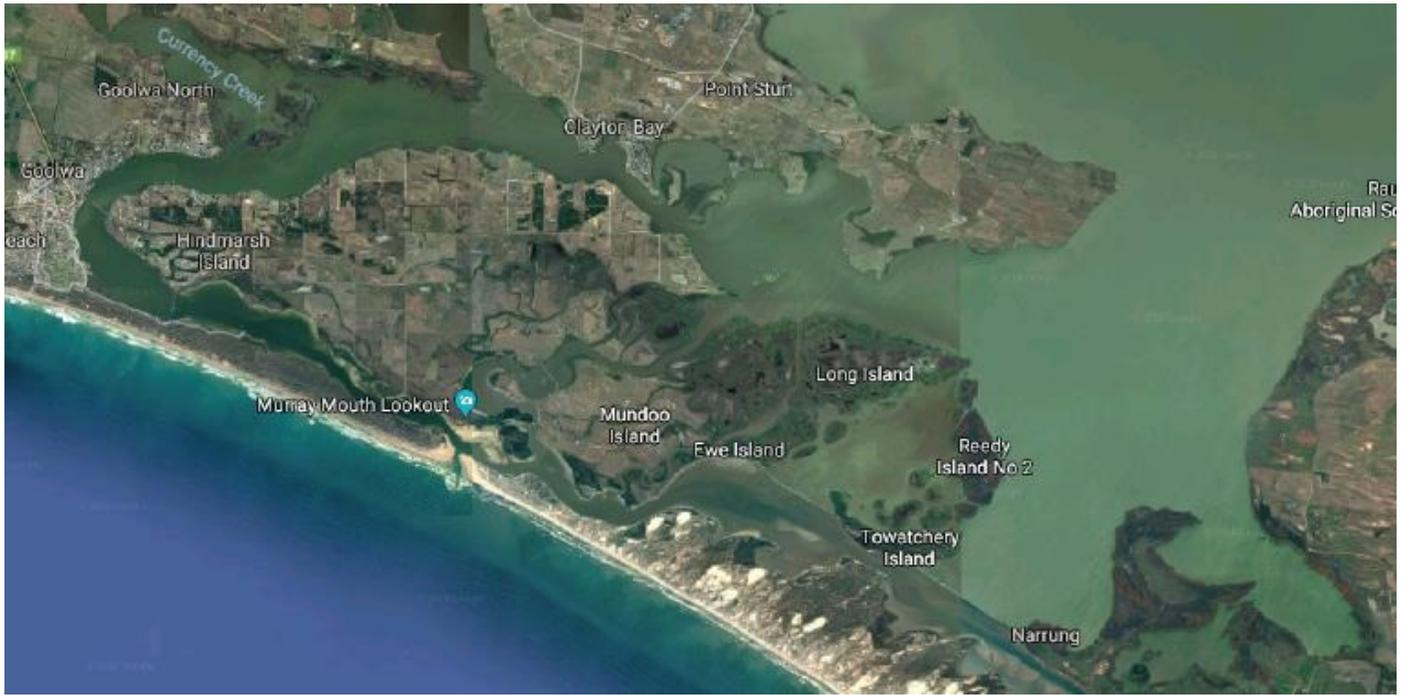
for Joan and Geoff as the South Australian police had a blitz on people towing boats and caravans without appropriate extension mirrors.

We arrived at Goolwa Regatta Yacht Club around middle of the day on Monday 2nd April, followed not long after by Ron and Ruth Attard in Scallywag and then later Elizabeth and Geoff with Blueprint. We launched boats and tied up in front of the club, chatted with club officials and generally took it easy.

Tuesday was spent getting supplies and water and readying ourselves for an early start. This was important as we had to pass through the Goolwa barrage lock soon after it opened and then motor the six miles to the Murray Mouth in time to pass across it close enough to slack water.

We set off on a fine sunny morning and after passing through the lock accompanied by another Noelex, we reached the Mouth at about 1300. Back when I sailed with my father the mouth was at least 3 metres deep and reasonably narrow. We would often anchor in the middle, fishing for an hour or so. Now it is always shallow and there are two big dredges permanently on station struggling to keep the entrance open. This time we motored across against a strong incoming tide with rudders and keels half up, and even then touching bottom at times. We had been warned at the Club that the river is simply not getting the flows of water that it used to get in the old days and the water levels are down everywhere and that there has been a lot of silting along the Coorong.





We motored past the old shack where Storm Boy was filmed and all the way to Godfreys Landing in the Coorong National Park and backed up to the beach below big sand dunes. Some of the group walked the 1 km across to the ocean beach. Happy hour was on the beach with a glorious setting sun across the wide expanse of water.



The next day's destination was Lousy Jacks, a delightful indentation on the ocean side of the Coorong where my father and I used to stay 50 years ago. Take it Easy and Scallywag sailed in a light southerly while Silk Department and Blueprint motored, concerned about the shallowness of the water and the worry of hitting

the coral bommies that abound in this section. We passed hundreds of pelicans wheeling in the sky or standing on sand banks. By mid afternoon we had passed the nearly eight kilometre long Tauwitherie and Ewe Island Barrages and the water was becoming ever more shallow as we turned right to head about 500 metres across to Lousy Jacks. Silk Department went ahead and with more than 100 metres still to go we were brought to a halt in shallows with the propeller strangled by dense wiry duck weed. With no hope of reaching the shore and with the increasing shallowness the further up the Coorong we went, we made a decision to return a few miles to Gnurling Point. This was disappointing as 50 years ago we had easily sailed many miles further on. Another sign of the lack of water flow in and out of the Coorong was the murky water. My father and I had easily been able to see bommies and shallows ahead, but no longer.

Gnurling Point proved to be too shallow and when Silk Department hit two bommies, we reluctantly moved on to Snake Landing where we anchored for the night.

Friday was fine and sunny with no wind. We motored right back to Godfrey's Landing where we pulled into the beach for lunch. As we approached two big emus trotted down the sand dunes and along the beach in front of us. We waited until about 1400 to ensure sufficient tide for our crossing of the mouth and then motored off. Reaching the mouth there was considerable confusion as the big dredge nearest to us

seemed to have its diamonds and balls on the wrong sides directing us through what was clearly the seaward and more dangerous side. We ignored this & proceeded across the 5 or 600 metres of open water once again touching bottom a couple of times.



We reached the lock just before closing time and passed through to the Goolwa side watched by dozens of lazy seals basking in the late afternoon sun on the barrage structure.

Friday night was spent in the relative luxury of the club. Hot showers and a meal in town. Late Saturday morning we headed off again in fine sunny weather and a 12 knot N/E wind, destination Snug Cove near the little settlement of Clayton. This is a tiny, very sheltered inlet also called the Duck's Hospital. There is a small T jetty with three fingers and Noalex 25 "Breakaway" was there to help us come in and moor. We spent that night and all of the next day here in very good shelter with the wind outside blowing 25 knots and more. Temperature was 31deg and we spent the day walking the cliff tops into the village for coffee, swimming and generally lazing.

The forecast for Monday was for 35deg and wind building to 15-20 knots during the day. We headed for the long sail and motor up the Finnis River to Tonkins Landing where we hoped to get a ride to the local winery. After a couple of hours' sail we all dropped sail at the entrance to the Finnis River proper and motored.

The river is about 3 metres deep nearly all the way and about 20 metres wide with high solid reed banks on either side. It felt a little like being on the Africa Queen.

The last couple of hundred metres shallowed dramatically and the last 50 metres were once again in the dreaded duck weed. Silk Department got into the jetty first, but the others all had a lot of trouble with propellers choked with this wiry weed and snags and mud gripping rudders and keels. This was nothing compared to the trouble we all had the following morning just leaving this dreaded spot. We wanted to leave very early because of a bad weather forecast and head a long way past Hindmarsh Island into a channel called Holmes Creek, reputed to have a beach and a good place for swimming. Leaving early was a good idea but the duck weed and shallow water had other ideas. I was lucky enough to have a paddle with me, but others had to use planks of wood and whatever they had to very slowly work their way out and back into the deeper water several hundred metres away where we could motor again. From now on, any suggestion of the Finnis River as a cruise destination will be treated by Baysiders as a threat.

By late morning we crossed Clayton Bay just as the first breeze ruffled the water. It would have been so easy to simply turn left into the Duck's Hospital and spend the day tied up at the jetty in perfect shelter. Instead we all decided by radio that we would carry on to Holmes Creek. We all raised sails for what was initially a delightful sail, but within half an hour we were pitching and rolling in the short steep waves with winds of 20 – 25 knots. The waters all through this area are very shallow with depths of only 1.5 to 2 metres and even out in Lake Alexandrina a maximum of 3 metres. By 1100 we entered the wide Holmes Creek and motored right down to the historic Mundoo Station but, finding no nice anchorage, let alone the beach they talked about, we motored back a little way and anchored just off the reeds on the west side near some Tea Trees giving us some shelter from the strong westerly. It was sunny and hot and very windy, but not much fetch. We settled down to lunch and Elizabeth and Daniel went for a swim.

As the afternoon progressed the wind veered slowly around to the SW coming straight down the wide creek and making our positions increasingly untenable. We

were bouncing in the short chop and our sterns were swinging into the edge of the reeds. Ron in Scallywag was the first to make a move suggesting that he would motor out to the main channel to check the conditions. Before long we had all up anchored and were following him down the channel and out into the open waters. Take It Easy soon raised their mainsail and Silk Department and Blueprint sailed under headsails alone, destination the Duck's Hospital where we tied up just before Happy Hour.

The next morning we were confronted with a weather forecast of 36deg and very strong winds, so over a cup of coffee in the village we decided to spend another day tied up in shelter, swimming and taking it easy. With that decision our vision of sailing across Lake Alexandrina to Narrung evaporated away as it would have been far too rough and we were now out of time.

Thursday was our last day. The weather was fine and windy but the forecast for the next few days was for very strong winds and heavy rain. At 0900 we cast off for Goolwa and motored all the way downstream into a strong headwind, arriving at the club in the middle of the day. We retrieved boats and spent the rest of the day de-rigging and doing all the packing up. A final dinner at the Goolwa Hotel that night just about wrapped things up.



It was a great 10 day cruise in mostly fine sunny weather, but unfortunately a little too much wind during the second leg of the cruise. It was great to relive

my experiences from 50 years ago and interesting to see just how much the Mouth and the Coorong had changed over those years, mostly because of the decrease in water flow as a result of excess water usage activities upstream.

For those interested in cruising this very interesting area, the charts and publications used were:

“South Australia Lower Murray Small Boat Chart”. Scale 1:25000 Department of Marine and Harbours. (Available from the GRYC)

“South Australia’s Waters – an atlas & guide”. Boating Industry Assoc of SA.

“Murray River Pilot”. Baker – Reschke. (This is out of print).

“Cruising from Goolwa” and “Cruising from Goolwa – Supplement No. 2”. David Brook. (May be available at Marina Hindmarsh Island)

“Murray River Access – Mannum to Murray Mouth”. Spatial Vision \$7.95.



Notice of Cruise Australia Day Cruise Gippsland Lakes

Friday January 25th to Monday January 28th 2019

Cruise Coordinator : Edwin Flynn

Cruise Briefing at 9.30 am, Friday at Paynesville on the lawn area opposite the newsagent. Sailing directions given at the cruise briefing dependent on weather conditions and forecast.

Location of the Australia Day breakfast to be advised at the time of the briefing

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

- If you register for the cruise and are unable to attend, advise the cruise coordinator.
- Each 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 early.

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