



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

February 2021

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COMMODORE'S CORNER



By Edwin Flynn

Ahoy Baysiders

Wow what a start to the year it has been. Due to the Covid 19 restrictions we have not been able to have our Annual General Meeting and we have not been able to have our traditional opening sail.

The lock down appears to be now truly over, (Lets keep the virus away hey?) and we have managed to have three club cruises since we were let out.

The first, thanks to Joan Rockcliffe Geoffrey Peplar, we cruised from Port of Sale into the Gippsland Lakes and rivers. Despite often strong winds we had a great time with our friends on the water. It was good to be out and about. Many thanks to Joan and Geoffrey for organising the Lakes and Rivers Adventure Cruise

Then we also conducted our iconic Around the Bay in 8 Days Cruise. It also was affected by strong winds and took a shortened course this year. Thanks to Tony Pitt for organising the Around the Bay Cruise.

Our third adventure has been the Australia Day Cruise which I coordinated. This time we managed to get some great weather. See cruise reports below for more.

Of course we still need to conduct our Annual General Meeting. It won't be in February now because there are still restrictions affecting numbers at venues. We will be deciding on a venue and date in the near future and

send out an agenda with the other information once we have all that finalised.

I am hoping that this year I can step down from the position of Commodore. I have been Commodore a long time and would like to be relieved of that this year. I would also like to call upon a volunteer apprentice to learn how to maintain our Club's Web site that I created over 15 years ago. This function is a lot of fun if you are interested.

I look forward to catching up with you on the water and at our AGM.

CRUISE REPORT Gippsland Lakes Adventure Cruise December 3rd to December 18th, 2020

By Joan Rockcliffe

Participating Vessels:

Yellow Boat, Wanton, Silk Department, Take It Easy, Therapy, Scallywag, Grasshopper, Creme Caramel, Areil, also Spiders Web, Small Change, Merlin, Steber 22, and Nelly

In the midst of the stage two Covid 19 lockdown in Melbourne and state border closures it became apparent the planned Murray River Cruise programmed for September would not take place. Joan Rockliff and Geoff Peplar decided to offer as a consolation a cruise with a difference on the Gippsland Lakes. The Baysider's Commodore was consulted, Cruise Notices were advertised and with a good response from members, the event was born!

The first boats arrived and launched at the Port Of Sale on Tuesday December 1. Additional vessels launched and moored on the Wednesday with cars/trailers driven to Paynesville and a maxi taxi prearranged for crews to return to Sale or Marlay Point. Upon re-arrival at the port Joan was observed aboard Take It Easy valiantly fending off marauding canoes with small children paddling them, apparently this had continued most of the afternoon.

The cruise proper commenced the next morning at 0830 hrs and with light winds and sunny sky the vessels

motored along the Sale canal, passing under the South Gippsland Highway road bridge and the Old Swing Bridge. Masts were then raised either at a wharf or against the bank just downstream of the old bridge before continuing along the Latrobe River to Lake Wellington, total distance 22km. The canal and river were serene and beautiful, the verdant green banks highlighted in the early morning sun. The Latrobe River has good boat landings in places.



Lake Wellington was calm and on good behaviour. The fleet raised sail and headed just east of north toward the Avon River entrance. Therapy and Scallywag sailed out to join the fleet from Marlay Point.

As the boats sailed along accompanied by the sound of aircraft from RAAF Base Sale practising manoeuvres, the wind suddenly increased from the southeast giving an exciting sail, as it would eventuate. This was but a taste of winds to come over the duration of the cruise.

The fleet dropped sail and entered, with Scallywag and Therapy leading, the River Avon and then the Perry River, bound for the eagerly anticipated overnight anchorage in the Perry. Somewhat disappointingly the traditional landing place had been altered, with rocks placed along the bank for erosion control and the banks becoming slightly overgrown. At least one boat touched the rocks and chipped the gel coat. Nevertheless, all vessels moored, tidied up and the crews enjoyed a convivial happy hour, albeit fending off mozzies.

That night was clear and starry, calm and quiet. Later, a thin early morning mist drifted over the water. Beautiful.



Friday's winds were moderate westerly forecast to turn more south; a perfect day for fast passage to Paynesville but not for exploring Toms Creek as planned. The fleet departed the two rivers and headed due east for McLennans Strait entrance. Good sailing, although Therapy reported being hit by a willywilly resulting in a broach. Creme Caramel, having overnighted at Plover Point, joined the fleet in Lake Wellington. Some boats had trouble with the direction of bouyage at the strait's entrance.

With vessels either motoring or sailing in the westerly breeze, passage through the strait was fairly quick. Passing Hollands Landing, we were into Lake Victoria and set course for Storm Point Beacon, Point Turner, and onward to Paynesville. The breeze freshened resulting in excellent sailing. Reaching Paynesville the fleet was safely moored, tidied and happy hour ensued. Now Spiders Web and Small Change also joined the fleet and it was pleasant for everyone to catch up.

True Gippsland Lakes temperament was on show the next day and the fleet was stormbound with westerly gales forecast. Crews shopped, chatted and relaxed, etc. till an enjoyable but windy happy hour.

Stormbound again the next day. Lunch for the crews at Pier 70 restaurant was arranged, Norm and Annette Munns joined us. Grasshopper arrived that afternoon.

Monday December 7th had the fleet once more stormbound after a strong wind warning was issued.

No sailing for the Mitchell river this day! Merlin arrived but fate reared its ugly head with her steering gear failing as she berthed. A visit to a repair dealer was arranged with the boat being towed away. Sadly, repair time would see Merlin unable to join the cruise. The day passed pleasantly but happy hour on a windy verandah at GLYC proved an endurance test. Dinner was fish and chips at the local "chippy" for some.

At last on Tuesday December 8th the Lakes' waters were in a better mood. Most of the fleet departed for Bairnsdale via the Mitchell River, crossing Lake King in a fresh westerly wind. With the entrance channel marks negotiated, motoring along the river was relaxing and calming with interesting bush scenery, good views of the Silt Jetties and Breakthrough, birdlife (a Great Egret was sighted) and after passing Eagle Point cliffs, the views of Mt Tailor and other hills to the north of Bairnsdale were most scenic. Joan and Geoff had planned the mooring order at Bairnsdale Wharf taking into account vessel sizes, etc. as rafting was required and this went off with only one hitch. A very relaxed happy hour was taken on the wharf in bright sun but a cool breeze.



Following provisioning and a pleasant catchup at the Salvation Army operated coffee shop in town next morning, the fleet left for the Nicholson River with a light to moderate southeasterly wind. Clive on board Nelly was club photographer at Eagle Point. The boats sailed into the Nicholson channel and river and when the fleet moored at the wharf at Nicholson they were

joined by a proud Graeme and Joan Cox aboard their recently acquired Steber 22, Clive's Nelly and, for a short time, Gary and Jenny Prescott. Once again vessels were tidied and crews chatted, and inspected the Steber whilst the cruise leaders researched the weather forecasts and booked the Nicholson Pub for dinner. A pre-dinner meeting was called and with regard to weather forecast a decision was taken to sail direct to Metung next day, bypassing the Tambo River.

Crews then adjourned to the Nicholson pub, with John and Joan Coombs and Norm and Annette Munns in attendance. Following an excellent dinner most crews enjoyed a trivia quiz with Joan R. as MC. Much hilarity ensued, especially when Clive inadvertently let slip an answer to question 1. It was reported a bribe was offered to Geoff for quiz answers (did he accept?). Eventually, with winners prizes awarded to Kenton and Simon (1st), and Norm and Annette (2nd), crews drifted in the light breeze back to their boats.

Following a further forecast change there was now a new sail plan. The fleet would sail to Metung Jetty for lunch, resupply, showers, etc. Then to Lakes Entrance for the night. With this plan vessels departed. Silk Department had sailed earlier for Paynesville (rendezvous with Anne), Nelly and Therapy retrieved. Most of the fleet motored to the river entrance without incident, except for Take It Easy suffering engine failure (always check fuel line connection!!) resulting in the boat "piling up" on the river bank rocks, more gelcoat scratches and a broken tiller (jury rig repaired). With all channel marks negotiated, sails were set for Tambo Bluff mark, then Shaving Point and Metung in a fresh westerly turning southerly breeze. Steber 22 shadowed the fleet. Some yachts reported being overpowered. Upon arrival in Metung crews relaxed and dried out after the willing sail in short, steep seas. Following lunch the vessels headed for Lakes Entrance. Martin and Denise ably assisted other boats to depart either via motor or sail, as Grasshopper elected to enjoy further the many delights of Metung, then sail to Paynesville the next day.

Arrival at Lakes Entrance after an excellent sail was triumphant. We had collectively travelled the length of the waterway from Sale/Lake Wellington to Lakes Entrance, and most of the rivers in between. Happy hour with a sinister twist was then "enjoyed". A Ghost

Story Night had been intended for the remote Perry River stop but this was held over due to the mozzie problem. Cruise end was therefore the perfect time. Simon regaled the audience with an unexplainable ghost encounter reported by a patient of his, along with “out of body” reports of operating table patients. Ed also related his “out of body” event. Joan told of her dream predicting a future matter which came to fruition; death of a friend’s beloved pet the day after her dream, and Geoff related a first hand ghostly incident at Heyfield Community Centre of all places! The audience shivered, was it the cold wind or a mysterious presence?



The cruise officially ended at Lakes Entrance, but, following a pleasant morning coffee at an Esplanade cafe, boats sailed in company bound for Paynesville via Barrier Landing Channel next day, Friday 11th December. Negotiating a very strong ebbing tidal stream in the entrance channel was very interesting with some boats travelling a large arced course across the channel. With the boats now powering along with a fresh southeast wind several groundings were witnessed and Take It Easy was claimed by a mud bank off Fraser Island. This happens every year at this spot with monotonous regularity (never trust a cabin boy with the helm!). Several overpowered incidents also occurred. Arrival at Paynesville was satisfying but one single handed skipper was exhausted after battling wind and wave.

PUNCHING ABOVE OUR WEIGHT

By Edwin Flynn

Sometimes you just have to speak out and take control when it seems that things are getting out of hand. One such occasion occurred in August 2013 when a poster on the Trailer Sailer Place forum outlined the planned redevelopment of The Warmies Boat Ramp in Newport. Whilst the redevelopment plans were a marked improvement to the boat ramp, there was the problem of overhead lighting, at the car and trailer parking areas and the approaches to the launching ramp, that would have made it dangerous for setting up and launching any boat with a mast. So, what to do? We could just sit back and say nothing or we could do something about raising our concerns with the powers that be.

I arranged a meeting at my home with the late Greg Beanland and our mutual friend Graham Wolstenhome. Greg and Graham brought with them engineering skills, whilst mine was purely letter writing. Over coffee and lunch, we wrote our first submission to the Hobsons Bay Council and also to Minister for Ports and Major Projects. Very soon after receiving our submission, an on-site meeting was arranged between ourselves, the Hobsons Bay Council representative and the designer of the redevelopment.

After considering our concerns the plans were immediately amended and the overhead street lights replaced with ones that do not intrude over the roadways and car parking areas. The resultant redevelopment is an excellent example of collaboration between developers and users of facilities.

Following that success Greg, Graham and I then held another meeting during which we framed a detailed submission to Standards Australia to rewrite the Australian Standard for Marinas, Boat launching Ramps and Associated Car Parks and Approaches (AS 3962-2001). Our intent was to ensure safe use by trailerable yachts such as ours. Partly as a result of our submission, AS 3962-2001 was re written and replaced in December 2020 by Australian Standard AS 3962-2020.

This change came just in time to have effect on the redevelopment of the St. Kilda Marina. I will not labour

the point about the number of letters that had to be written to ensure that indeed the St. Kilda Marina redevelopment gave due consideration to trailerable yachts, but only to say that the above successes are proof positive that the Bayside Trailable Yacht Club indeed punches above its weight.

Greg Beanland was a keen sailor and a long term member of BTYC member until his declining eventually led to his demise in May 2019. His declining health prevented him from being active in club sails in recent years. We will not forget his involvement in helping to rewrite these standards.

CRUISE REPORT Around the Bay 2021 January 6th to January 12th

Tony Pitt

Participating Vessels:

Grasshopper, Mystic and Sapphire

Scheduled dates were to depart January 3rd from Wyndham Harbour. That would match high tides for beach stays a few days later. However while the tides were favourable, the wind was not. Strong winds were forecast for January 4th, 5th and 6th. the first day looked to be OK, but there was a high probability of being unable to move from a secluded mooring for 2 or 3 days after. After several phone calls and many checks on the forecast the party of mariners decided to delay the start of the cruise.



Three boats finally got underway on Thursday morning, January 7th. What followed was a delightful 3 day sail, firstly to St Helens (Geelong), then to Portarlington and eventually into Sawn Bay. South to south west winds of between 12 and 18 knots each day gave flat to slightly choppy seas. We had bright sunshine but not hot. This was about as good as it gets for Port Phillip.

Our third day destination was going to be the beach at Blairgowrie, even though high tide was now not until about 10.10 pm. But early afternoon of that day saw the fleet at Edwards Point on the north side of the entrance to Swan Bay. This was initially going to be a lunch stop, but it morphed into an afternoon on the beach and eventually into an evening of socializing and a beach stay in a very secluded and safe anchorage. The last part of this statement may be disputed by the crew and skipper of Grasshopper.



Recent tidal movement of sand at Edwards Point has extended the sand bar to the west and created a small, moderately shallow, sheltered and secluded bay behind. The entrance to the bay is shallow and should not be attempted unless within 1 hour of high tide.

We found this out using Grasshopper. The party of mariners tried to pull Grasshopper into the lagoon at about half tide, after both Mystic and Sapphire had successfully negotiated the entrance. The entrance certainly looked to be deep enough at half tide to bring all the boats in. But appearances can be deceptive. Thick and heavy weed from the floor of the lagoon reached up and grabbed hold of Grasshoppers skag. It wouldn't let her go. We had several lines attached, but the soft mud and weed on the floor of the lagoon

defied all our attempts to get out into the lagoon and get a better angle to pull her in.

The only solution was to wait for more tide. So the party of mariners (less the skipper of Grasshopper) retired to consider the situation over a few more refreshments. Then they cooked and ate dinner. Meanwhile Martin was stuck out in the entrance to the lagoon. At about 9.00pm in failing light, a further attempt was made and this time Grasshopper was eventually extracted from the grip of Edwards Point.

We motorsailed back up to the top end of the bay, as there was no wind at all on the next day. Sailing up to the city with a gradually looming and intricate skyline is an impressive sight. That night was spent at Royal Brighton Yacht club who were once again very hospitable. Our forecast for the following day was hot weather and a late night decision was to delay our journey to Docklands until the afternoon, thus avoiding spending a hot and sultry day among the city high rise.

In hindsight, this wasn't a good decision. It was hot in the morning with a moderate northerly breeze. We decided on a 2.00 pm start. But at 2.00 pm the wind was bit stronger and the Faulkner Beacon was showing gusts up to 24 knots. We decided to wait a bit longer. At 3.15 pm the wind at Faulkner Beacon appeared to be easing and was down to about 15 knots. So we went. Sapphire had a double reef in the main. Grasshopper put on the storm jib with a double reefed main. Mystic had a double reef in bot main and headsail.

All went OK for the first half hour and we were all going along nicely until about level with the South Melbourne pier. But the wind started to strengthen again and this time we got to gusts of 30 knots. It was very uncomfortable in Sapphire who was way overpowered. Too late to change the headsail as the seas had risen to about 2 metres. Mystic too was overpowered. We pulled everything down and motorsailed through a rather angry sea to eventually reach the Yarra. Grasshopper had a better balance of gear to suit these conditions and sailed up to Williamstown before pulling it all down and motorsailing up the river.

Only three boats sailed around the bay this year and the weather prevented us from rendezvousing with a fourth, Areil down at the south end of the bay. But it was a highly enjoyable and eventful week. We had great hospitality from the staff at Wyndham Harbour

and will use this venue again. And we will visit Edwards Point again, but perhaps be bit more circumspect of when to pull the boats into the lagoon.

AMERICAS GREAT LOOP PART 2 APRIL TO JUNE 2019 Canada and Chicago

By Martin Jones & Denise Williams

Canada was vast, extensive and mostly beautiful. However remoteness and beauty were spoiled in some places by massive windfarms and everyone's desire in Toronto to own a house on a remote island rock. Some houses were complete with their own float plane.

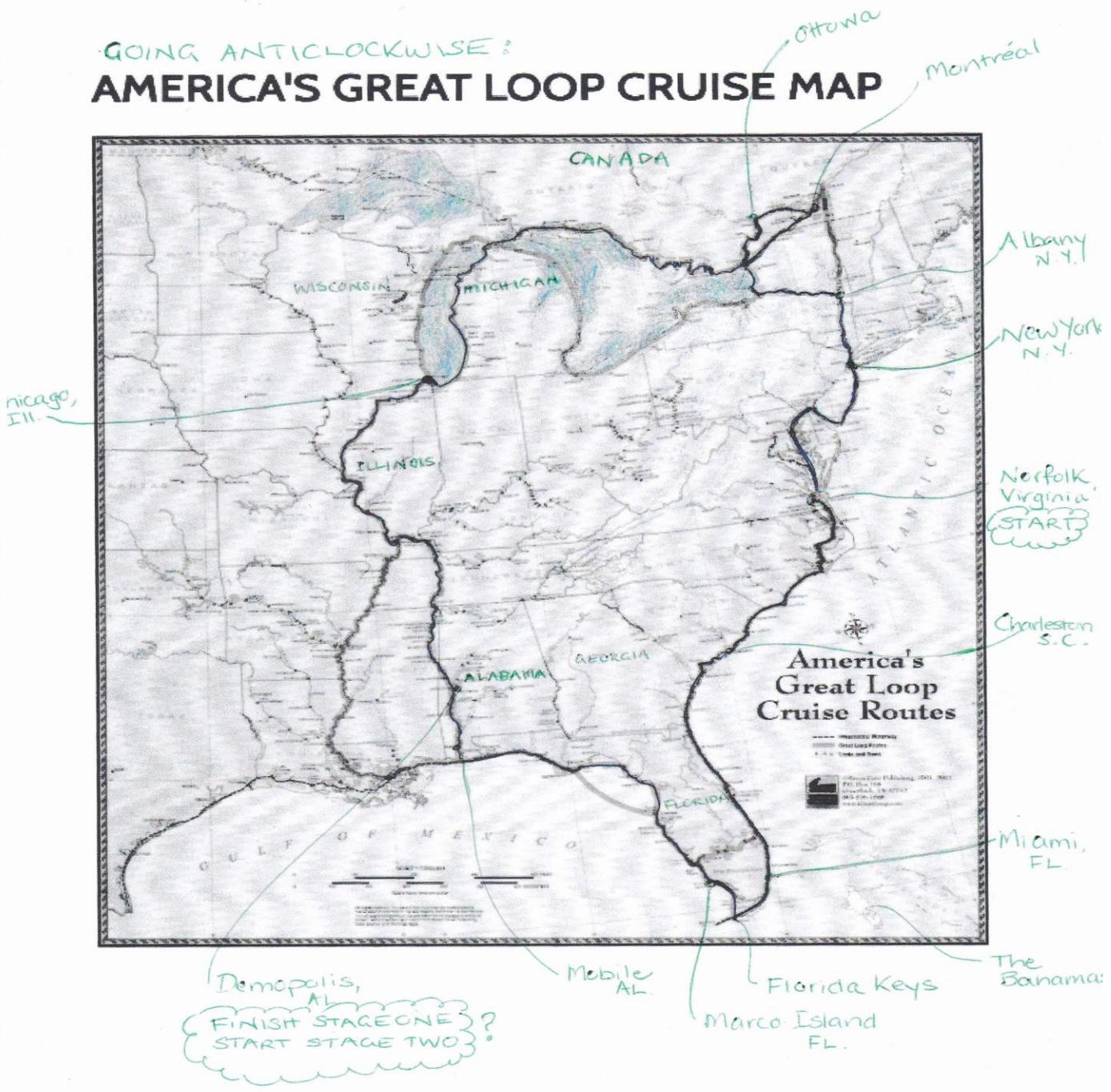
The first of the two canals we used in Canada, Le Rideau, built in 1832 and well preserved, was reminiscent of the French canals. The Trent- Severn Canal, 220nm long and completed in 1920, provided transit from Lake Ontario to Lake Huron and the Georgian Bay area. It had some interesting technology with two of the locks consisting of hydraulic "baths" which boats sailed into. One balances the other.



Heading west we up locked from Lake Ontario to the highest point and then down-locked into Lake Huron. One of the locks, called Big Chute, was actually a small rail carriage – three boats motor into the open carriage,

GOING ANTICLOCKWISE:

AMERICA'S GREAT LOOP CRUISE MAP



which, suspended on slings, lifts them up and across a small hill and a road. Hang Dog Channel, suited to a max boat length of 40 feet was amazingly beautiful and challenging. An area also known as 10,000 islands (and 30,000 below water and all rock) was as spectacular as it was dangerous

Many of the rocky passageways only allowed one boat at time to traverse, so AIS and the radios were in full use. At one point, between channel markers on a 90-degree port turn, was a huge rock in the middle of the channel with only a few metres clearance either side. It was so tight that we had to back up to make the turn. Only later did we learn that this route should not have been undertaken without

considerable experience in this area! .



Loading Bandwagon into the sling for the Bog Chute Railway Carriage

On a side trip to Baie Fine in Canada we sailed up a long fjord to visit Ralph Evinrude's (of outboard motor fame) summer house. The adjacent protected anchorage was full, forcing a stay at the end of the fjord. A wind shift was due in the early morning with a fetch the full length of the fjord. Unfortunately, the wind blew in early, at 25 knots, from late evening. The anchor alarms woke us and we spent the remainder of the night on anchor watch to ensure we didn't end up on the rocks. Our two friends' anchors both dragged in the night and they had to reset. Our 21kg Manson Boss was rock solid throughout the trip.

Lake Michigan is a very dangerous piece of water. Winds and waves can vary across the Lake in direction and intensity. Entry to the Lake from the north is through a relatively shallow channel through which massive amounts of water can flow, creating unexpected waves. We set out to enter one morning in 10-15 knot winds and turned back on the advice of boats ahead of us. In the entry channel they faced frightening eight-foot seas on short periods. We had to wait several days for benign conditions.

The journey across Lake Michigan took 11 days. We travelled in the company of two others. One 45-footer was solo and didn't have radar. On the worst day we put him between the two boats with radar – visibility was less than 30 metres in fog and we were able to provide course direction from radar. We faced heavy rain and lightning. The fog lifted at one point, then

came down again – from the fly bridge we couldn't see the water, but we could see blue sky above. On our AIS, large commercial vessels were visible transiting the Lake. Laker boats, mostly ore carriers, can be 740 feet long and over 20,000 DWT. Best avoided at all times.



Americans like to find marinas so they can eat out – usually the first selling point for a marina is the local restaurants. Denise likes to cook, so we mostly ate on board. In Virginia she managed to procure fresh crab from a crabber right out of the pots, and as soon as the freshly harvested sweet corn hit the shops, we were into that for a couple of months. We did enjoy a fine dining out night at Shaw's Crab House in Chicago. It was a celebration to have made it to Chicago in time to clear the locks and a birthday as well.

We enjoyed brunch at Northside espresso + kitchen - Café in Kingston, Ontario owned by Aussies – first espresso on the trip and just like a Melbourne café. Apart from Manhattan, espresso is hard to find in the US.

Some wonderful local hosts we were fortunate to meet in Trenton, Ontario, showed us all over the local area and shouted lunch. We met a former RAAF pilot who was involved with the Royal Canadian Air Force Museum, which houses the only intact Halifax bomber, recently raised from a fjord in Norway, where it crashed in WW2 on a covert mission.

We discovered beaver tails (fried dough pastries stretched to a beaver tail shape with sweet or savoury toppings) in Sault St Marie, Ontario and pasties (the real thing) at Mackinaw City, Michigan.

Most of all we enjoyed eating fresh fish caught locally and prepared simply in humble places along the way. Pickerel in Canada, catfish on the US rivers and shrimp and crab down South in Florida.

We spent a weekend in Ottawa exploring the National Capital – met up with two other Loopers we knew. One was transiting the locks in a magnificent and rather large boat. The lockkeeper let the water out without paying attention and grounded the boat in the lock. I've never seen lock keepers move so fast to re-float the boat.

Ottawa was stinking hot and humid, but has an interesting science and technology museum, art gallery and the tour of the magnificent parliament houses was of special interest to me as a former lobbyist.

(To be further Continued Next newsletter)

Gippsland Lakes Dolphins need Your Help

The Burrunan dolphin (*Tursiops australis*) is a special species of bottlenose dolphin, found only in the Gippsland Lakes and parts of Port Phillip Bay. Some of the dolphins in the Lakes have been getting sick and dying from a skin disease. DELWP is working with the Marine Mammal Foundation to try and find out why the dolphins are getting this disease.

It has happened before, notably in 2007 after major bushfires. The Marine Mammal Foundation regularly monitors the dolphins and most recently recorded about 80 per cent with skin lesions. Six dolphins have recently died and others are in very poor condition.

While the science behind this is not fully resolved, it could be linked to heavy rainfall washing sediments into the lakes. The monitoring of the dolphins is ongoing, with sampling for pathology and a full study to investigate the cause of the disease. The general public can help to determine how many dolphins are showing symptoms, how many more are dying and enable as much testing as possible.

If you are on or around the Gippsland Lakes and you see a dead dolphin, or one that looks sick and has ulcer-like lesions on its skin, please report it immediately to the

Whale and Dolphin Emergency Hotline 1300 136 017, with the location, date, time and number of animals.

Don't go too close or touch the animal, whether it's, alive or dead as you could compromise the sampling and subsequent testing. Please remember to follow the Wildlife (Marine Mammal) Regulation and stay at least 100 metres away from dolphins if you're in a powered or unpowered vessel.

The February Cruise February 18th to February 25th

By Kenton Lillecrapp

I intend to make the February midweek cruise an exploratory cruise, subject to the weather.

Now that our favourite spot up the Perry River is untenable (it has been rocked), I want to explore sites up the Latrobe River and get GPS coordinates for the future. (I have one site in particular in mind).

On the way back we will also explore Tom's Creek and Blond Bay which we had to bypass on Joan's recent Adventure Cruise because of the weather.

We will also look into Steel Bay (inside Waddy Point). This has two moorings and is very sheltered in a westerly.

The itinerary is as follows:

Thu 18th: Arrive at Paynesville, launch boats etc
Fri 19th: Briefing and first night Duck Arm/Picnic Arm
Sat 20th: Hollands Landing (toilets here)
Sun 21st: Latrobe River
Mon 22nd: Plover Point, Hollands Landing or Tom's Creek
Tue 23rd: Ocean Grange
Wed 24th: Metung or Nicholson
Thu 25th: Retrieve boats

Look forward to seeing everyone. Please note that the Paynesville Music Festival which would have followed this cruise has been cancelled.

Contact Kenton on Ph: 0418 422 099

Email: klillecrapp@gmail.com

The Sublime, by Joan Rockliffe

Returning to sailing, living and sleeping on the boat

The scenery along the Sale Canal and Latrobe River with many sea eagles and nests.

A calm Lake Wellington on a sunny day.

The early morning mist on the Perry River.

The strong floral growth returning along the McLennans Strait banks.

Excitement sailing from Perry River to Paynesville and Lakes Entrance to Paynesville

Absolute beauty of the Mitchell River, Eagle Point cliffs and scenic hills to the north.

The Salvo's coffee shop in Bairnsdale in company with friends

Two BTYC octogenarian members still enjoying the briny. Inspiring

The power of the wind on the lakes, the seech effect, and the tidal current at Lakes Entrance

No rattling halyards on club boats at night

Meetings and greetings; the camaraderie of club members

And the not so sublime

Brake problems on Silk Department's recently serviced trailer

Wanton taking flight from the trailer at launching before hitting the water

One member of the fleet pruning a Latrobe River tree with his self steering gear and later signing off

Nasty rocks on the Perry Riverbank

Boats confusing direction of bouyage leading a following boat to "pile up"

Four nights storm bound at Paynesville (at least the coffee and donuts were good)

Merlin's steering problems

A vessel at Bairnsdale wharf hanging 10 feet out from the jetty on two lines requiring a death defying leap and some fancy footwork to enable the rest of fleet to raft up

A boat hitting rocks following engine failure (miraculously no shouting on board, just quiet resignation)

Some vessels flying too much canvas on sailing legs

A certain yacht seemingly with a magnetised keel regularly attracted to the shallow bottom areas of the lakes

Another yacht attracted by the sea sirens' melodious song to the mud on Fraser island year in and year out

One club boat, upon retrieval at cruise end, left the rudder down until warned by a fellow member.

Notice of Cruise
February Cruise
Gippsland Lakes

This cruise will aim to explore some of the more remote parts of the Gippsland lakes. Launch at Paynesville either on February 18th 2021 or before in preparation for a morning briefing at Paynesville wharf (opposite the newsagent) at 9.30 am on Friday February 19th.

To register your planned intent to participate in the cruise, contact Kenton Lillecrapp on Ph: 0418 422 099 or Email: klillecrapp@gmail.com

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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