



Registered No. 6733A

# Bayside Trailable Yacht Club NEWSLETTER

February 2020

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## **BTYC Committee**

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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 already early February 2020! Since the beginning of our sailing season I and many of you have already been on the Opening Sail in November, the Glenelg River cruise in December. We've had the Christmas Party at Hobsons Bay Yacht Club, sailed The Around the Bay in 8 Days; attended a member's dinner at docklands and sailed the Australia day cruise in January. We also are planning for the Gippsland Lakes cruise from 15<sup>th</sup> February. Some of us have been on all these sails. They have all been a lot of fun.

Our Christmas Party was again held at the Hobsons Bay Yacht Club. It was an enjoyable event. As has become customary we awarded the "Oh That Sinking Feeling" trophy. This year, the errr! winner was Ian Clapperton. He arrived at the King St boat ramp and discovered that one of his trailer tyres was torn to shreds. Luckily, he carried a spare. The Baysider of the Year award was given to two recipients. Norman and Annette Munns received the trophy for their assistance to new members Joe and Emma during their first cruise with the club. The trophy was also awarded to Kenton and Anne Lillecrapp for their tremendous support for the club over many years and their continued club spirit.

At the AGM we appointed a Social Committee comprising of Yolanda, Joan, Anne, Gaye and Sue.

Others are welcome to become involved. The more the merrier. Our first social gathering took place during the Around the Bay in 8 Days cruise after we arrived at docklands marina. The invitation was sent out and around 28 Baysiders came along for a great night out at the Marina lounge and later at Bhoj Restaurant at docklands. It was a terrific night with Baysiders enjoying tasty meals and being catered for by very attentive manager/owner Mr. Raj Mehta and his staff.

The Melbourne Docklands Marina presents many opportunities to enjoy central Melbourne. The Marina itself provides excellent service to boaters. The fees charged are very economical and the marina provides, excellent lounge, BBQ, kitchen, laundry facilities and bathrooms complete with towels. All a stone throw away from top restaurants and entertainment facilities with regular free tram service to the CBD. Following the success of this event we intend to organize another one from the 14<sup>th</sup> to 17<sup>th</sup> May. We'd launch at the Warmies in Newport and motor up river to docklands. More details will be sent later this year. Please mark these dates on your calendar.



My grandchildren have been asking me when they can come sailing with me since coming on our first Children's Cruise last year. They've made the booking already, so now there is no backing down for the April Children's Cruise. This cruise is full of activities that children just love, including hiding a treasure and finding it the next day, reading stories and singing a song or two and of course the nature walks during the day and after dark. They also get a lesson in Sun dial time keeping. My granddaughters were fascinated by the reflection of so many tiny insects, especially spiders, when Tony shone his torch to the ground. They look like little diamonds and that was the first time yours truly had ever seen them. Why not bring one or

two of your grandchildren or your own children on this cruise. You will enjoy it as much as the kids will.

All cruises this season have been well supported and a special thank you to all you Baysiders who support our club and participate in our organised cruises. I look forward to seeing you on the water.

A big thank you to our sponsors and supporters whose contributions help meet the cost of our newsletter. These are the Melbourne City Marina, Peter Green Sails and Yaringa Boat Harbour. These businesses offer great services to the sailing community. Please remember to support these businesses if you require any of the services they provide.

## OPENING SAIL CUP DAY WEEKEND GIPPSLAND LAKES

By Edwin Flynn

Participating Vessels:

*Crème Caramel, Good Cruzin, Nellie Boat, Sea Dove, Silk Department, Spiders Webb, Therapy, Wanton and Windermere.*

Norman Munns in Windermere, was the cruise coordinator for this cruise. After our briefing at Paynesville it was decided to go to the Mitchell River, near the first boat ramp, for the first night. The next day we went out into Lake King where we conducted the opening sail.

Captain Blackbeard with his deadly water cannon appeared on the Commodores boat.



Silk Department (best dressed boat) made a broadside and commodore's water cannon was no match for Kenton's cannon. It tosses many litres of water most disrespectfully,



Spiders Web's 1<sup>st</sup> mate Brenda tossed a whole bucket of water. Now how disrespectful is that!



Several other boats tried their luck but kept a respectful distance. Good Cruzin arrived on the scene later and their attack was fast and wet.



Then Silk Department, Therapy and Spiders Web formed up for a frontal strike, but this commodore fought back.



But battleship Windemere with captain Munns and 1<sup>st</sup> mate Munns arrived. On board there was a bigger pirate than me, past commodore Prescott. The battle was decided and the attackers retired.



After the formality of the sail past we had a nice happy hour on the Mitchell River.

## GLENELG RIVER CRUISE November 2019

Kenton Lillecrapp

### Participating Vessels:

*Silk Department, Wanton, Yellow Boat*

Our cruise followed the Glenelg River which is near the border of South Australia, through the Lower Glenelg National Park from Nelson on the coast to Moleside approximately 50 - 60km upstream.

The river is wide and winds through beautiful bushland all the way. There are very high cliffs in a lot of places and where there are no cliffs access to the banks is restricted by thick reeds and mud. There are over 20 small jetties and small picnic grounds all with picnic tables and toilets, but many of them are only usable by canoeists rather than trailable yachts.

We arrived at Nelson late on a very stormy Monday afternoon. The local caravan park looked after us very well and also did a very good deal for car and trailer storage for the week that we were away.

The cruise was motoring only. We left masts and sails at home because of the potential danger of overhanging trees at landing places. Instead I have a short (approx. 1 metre) "mast" with a long horizontal piece for a boom tent or a sun shelter. The others had variations of this.



We had heavy rain overnight and in the morning but by late morning we set off in fine weather with a strong and chilly wind. Lunch was at Donovans at the biggest jetty (pontoon) on the whole river – a whole three boats long. The river was wide and deep with very high cliffs for most of the way. Also very quiet being midweek. Late in the afternoon we arrived at the little jetty below the Princess Margaret Rose Caves. Enough room for Silk Department and Wanton, but Yellow Boat had to raft up. We did the very steep walk up to the information centre but it was closed. We did the beautiful River View walk and then returned to Silk Department for Happy Hour.

Not wanting to wait for the Caves to open at 10.00am we set off the next day in fine, chilly weather, still passing magnificent cliffs interspersed with heavily reedy river banks. Morning tea was at Hutchesons which turned out to be the best jetty for boats of our size on the whole river. We pushed on, destination for the night Batersbys, but found that it comprised three very small jetties, one of which had no mooring cleats. Not very useful to us for staying the night.

We pushed on with a very strong following wind for another hour to reach Prichards. Eddie the koala spotter saw two koalas (separately) enjoying the late afternoon sun on big low branches overhanging the water. We pulled into Prichards right on happy hour after a long day. Prichards was good for three boats our size, but very shallow for us to come alongside. Eddie suddenly had a very painful back and could hardly walk but this miraculously cured itself when we climbed the steps up to the little canoe campground and it just as suddenly clicked into place.

In the campground was a group of Firbank Year 9 girls camping overnight and preparing for their canoe trip down to Nelson in the morning. They were camped under a single very large tarp stretched between trees. We did feel a little sorry for them that night as the rain poured down on our boats and possums jumped on the cabin roofs all night long. Lots of sounds of koalas grunting and fighting through the night too. In the morning the girls were bright and happy so no ill effects from all the rain.

Midmorning we rafted up for morning tea midstream near Wild Dog Landing which was too small to pull in to. The rain started again. By this time the topography had changed. The river was a little narrower but still deep and all the way along steep sided with thick bush down to the water. We motored on a further 30 minutes to Moleside and rafted up three deep on the little jetty. This was as far upstream as we were going.



In the little campground we met Lucy the bushwalker. She had walked from Portland to here and was now following the river down to Nelson, and from there back to Portland. A distance of 250 km. This is called the Great South West Walk. The afternoon was rainy again and so Eddie and I passed time with a couple of games of chess. Another party of Firbank girls arrived and prepared their canoes for the morning. Late afternoon there was a break in the weather so we did the short walk to the Moleside Falls which turned out to be a 40cm high concrete wall across a running creek. A little underwhelming.

A very cold 8 degrees in the morning and mist on the river with the Firbank girls setting off about half an hour before us. Our destination for the night was a landing called Wilson Hall. There was just enough room for our three boats but with a small dinghy launch ramp in the middle of the jetty, Yellow Boat's bow stuck halfway across the ramp. No problem – or so we thought. At about 6.00am there was a load knocking on Yellow Boat's hull by a very irritated fisherman. I got up to placate him but Gary and Katherine proved harder to wake. "If he doesn't hurry up and move his boat I'll launch my boat and take his bow off!" Just in time Gary and Katherine emerged.

The next drama came as we were about to leave Wilson Hall. Eddie's outboard would not run. It turned out that it could not suck fuel out of the tank. With Gary's assistance they discovered that an O ring on Eddie's fuel connector had broken so the motor was sucking air instead of fuel. They experimented with dipping the fuel hose straight in the fuel but then Eddie had an inspiration. He had a piece of fuel hose from inside the engine in his kit and this proved to be the exact diameter as the O ring. He sliced a couple of mils off and slid it onto the connector. The motor did not miss a beat all the way back.

We motored the short distance on to Hutchesons and saw a big dark coloured kangaroo in the picnic ground as we arrived. We walked up to the top of the hill and had our first phone service since we left Nelson even though it was pretty dodgy. At happy hour we sat at a picnic table and Eddie, who was sitting facing the bush said "Is that an old car tyre tube lying in the grass over there?" As he said it, Gary took one step and a huge black snake sensed the movement and slithered off into the bush. The snake had been lying exactly where Eddie had walked about half an hour earlier to take photos of the boats.

Very early in the morning it began to rain. Heavily. And it was very cold. We left about 8.00am so that we would arrive at Princess Margaret Rose Caves just in time for opening. It was very windy and we found it quite difficult to tie up at the little jetty. We walked up the steep path to the information centre and did the cave tour. Very interesting.



We left there and headed direct for Simpsons Landing where we had launched. By now we had cold and very windy conditions and found it quite tricky getting boats back into the pontoon. We retrieved boats and derigged, returning to the caravan park by mid afternoon. Once again the afternoon was very rainy and very cold, but we were OK. It was pouring outside but we were warm and dry in the Nelson pub.

#### **More information:**

1. I motored about 120km and used about 22 litres of fuel. This is for a 9.8HP two stroke engine.
2. The river is very well set up for parties of canoeists but most of the little jetties are not suitable for boats of our size. Maximum party size for trailable yachts would be three.

## **AROUND THE BAY Port Phillip January 7<sup>th</sup> to January 13<sup>th</sup> 2020**

**Tony Pitt**

#### Participating Vessels:

*Silk Department, Wanton, Sapphire, Grasshopper, Ariel, Sea Dove*

Port Phillip gave us a great cruise for what was our fourth circumnavigation around the bay in consecutive years. But we had to pick the weather windows and we did get caught out in some pretty wild conditions for a brief period on day one.

Our cruise route in 2020 was shortened because of unsatisfactory sailing weather for two out of the seven days. As a consequence we missed the bottom end of the bay and an overnight beach stay at Camerons Bight. The two days of bad weather saw the fleet securely tied up in Melbourne City Marina and we all took the opportunity to do some Melbourne sightseeing. Not a bad spot to be stuck in non sailing weather.



The sail from Martha Cove to Brighton Yacht Club and again from Docklands down to Port Arlington were in steady 12 to 15 knot winds and clear skies. (Well for the most part anyway. There was a little 25 knot zephyr that hurried us along a bit just towards the end of our sail up to Brighton).

This year we had some delightful long sails and really typical conditions for the sailing on Port Phillip.

The sail from Port Arlington across to Martha Cove (shortened course because of the lost days) was however in declining visibility. The closer we got to Martha Cove, the poorer the visibility became, and crossing the shipping channel was bit disconcerting as visibility was down to about 2.5 nautical miles by the time we entered the channel. No container boats coming? Well not that we could see! Part of our sailing fleet were only just clear of the channel on the east side when out of the fog/smoke appears a very large container vessel. It was doing at least 20 knots. No harm done this time, but we wouldn't like to do that crossing in poor visibility every day.

We successfully completed our sail around the bay in 2020 and I expect the club will be back for another cruise on Port Phillip in January 2021.

## CONGRATULATIONS Paul Tripp AUSTRALIA DAY AWARD

Paul's volunteer work as President of the Lilydale and District Show Society and his 30 years as an active leader with the Scouting Association in Victoria has been acknowledged by Yarra Valley Ranges Shire. The Shire nominated Paul for *Citizen of the Year* and his nomination was officially confirmed in the Australia Day Honours list. Congratulations Paul.



## *Notice of Cruise*

Labour Day weekend  
Saturday March 7<sup>th</sup> to Monday March 9<sup>th</sup>  
Gippsland Lakes

Briefing on the lawn in front of the Paynesville newsagent. Register with the commodore

## *Notice of Cruise*

Childrens Cruise  
Monday April 6<sup>th</sup> to Thursday April 9<sup>th</sup>  
Gippsland Lakes

Each participating boat must have at least one crew member must be between the age of 5 and 15.  
Register with the commodore.

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