

Bayside Trailable Yacht Club

NEWSLETTER

JULY 2011

<http://www.baysidetrailableyachtclub.com>



Commodore's Commentary

Hello Baysiders. It is June and it is time to mark our diaries to attend the AGM on the 15th July. The social committee has told me that they plan a real gastronomic treat that evening. Members can come to the meeting straight from work and not worry about their evening meal.



The cruising pictures/videos showing proved popular so it is planned to do this again after the AGM is concluded. After my recent illness, that has kept me from attending club activities since November, it was good to meet so many of you at Chinaman's Creek during the Easter Cruise. It was so pleasing to see some 13 of our boats there and everyone having such a great time. It is obvious that the BTYC is alive and well and the excitement of cruising and socialising is still our club's draw card.

Your club's success depends on a good committee, so please consider nominating to a position on the committee. I look forward to seeing you all at the AGM.

COMMODORE JOHN PRINS

Membership Secretary's Corner

Ahoy, me Hearties! Ye may be confounded to learn that the BTYC in now National after the recruitment of new members Kim and Phillip Sparkes from NSW, to whom we bid a hearty welcome. We also welcome, Robert and Loise Wright from Warrenbayne and Kim and Wayne Ross who hail from Frankston. SO Avast and Ho Ho and with a bottle of rum me hearties and learn ye well the details of our new crew as be seen in our crew list. Invest them details in the cavities of your minds lest ye should, with a big grin on your mush, miss to yell Ahoy! as you pass one another on them high seas. What I means to say is that, you be ordered to put a big grin on your mush whatever, and if ever, as has been the custom of this here club. Naw on a more genteel note, I say to you, if you come across any poor unfortunates who are in need of highjacking to our cause be a good highjacker and put 'im or 'er in touch wiv' me, Davey Morrissey, your intrepid membership secretary. Or send them to our web site to get more details about this here glorious club. Me contact details be found in this here rag, to be bleedin' perfect, it is on this very page. So I'll not bore ya with them details.



David Morrissey

Your Committee

Commodore	John Prins	9755 1666
Past Commodore	Ian Clapperton	9783 8580
Secretary	Edwin Flynn	9744 5593
Treasurer	Joan Rockliff	5976 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	5976 4165
Social Sub Committee	Sue Aikman, Lesley Clapperton, Ann Lillecrapp, Sue Morrissey	
Public Officer	Andrew Federowicz	9853 4944

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- IT IS THE RESONSIBILITY OF ALL SKIPPERS TO:
 ADVISE THE CRUISE COORDINATOR OF THEIR INTENSION TO PARTICIPATE BY PHONE NO LATER THAN THE THURSDAY NIGHT BEFORE THE EVENT.
 IF YOU ARE UNABLE TO ATTEND, PLEASE CONTACT THE CRUSE COORDINATOR AGAIN.
 IT IS THE RESPONSIBILITY OF ALL SKIPPER'S TO ENSURE THEIR VESSEL COMPLIES WITH ALL RELEVANT LEGAL AND SAFTEY 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.

Gippsland Lakes Cruise – Easter 2011

Boats attending: Silk Department, Katrina, Scott Free, Spiders Web, Panacea, Moonlight Sonata, Wanton, Sea Goose, Ta Pawlu, Diamonds are Forever, WinSome, Inspiration, Therapy, Pyrouette, Small Change

I have just taken delivery of my new boat trailer. It is Thursday 21st of April and we are driving down to Paynesville. The trailer is an absolute delight to tow, all shiny and new and with its four wheel brake system and at least 30cm lower than my rusty old one. This time we have a third crew member – “Cooper” our five year old chocolate Labrador. Cooper loves sailing and is getting very good at changing sides when we tack although he is still very slow on a winch.



We arrive at Paynesville around lunch time and by 3.00pm Silk Department is in the water and motoring up to find a mooring in front of the village. Moorings are at a premium and we eventually squeeze in against the walkway and just before the yacht club pontoon. Unfortunately the last five metres have a two hour restriction. The skipper behind kindly moves back a little, but it still leaves our bow in the restricted area by about a metre. We debate whether two hours will take us close enough to the 8.00pm cut-off and then, leaving Cooper to look after things on board leave things as they are to meet up with other members for dinner at the Paynesville Hotel.

What a great turn up. We have a long, long table and even another at the end. Great company and we eventually make our way back to our beds. For the Ennos, Haighs and Aikmans, too much partying is never enough and next morning at the briefing, we discover that they have carried on until just a few hours before morning!

We awake on Easter Friday morning to a strong wind warning with winds forecast up to 30 knots in the middle of the day. A quick briefing and let's get going. Destination Picnic Arm. To be conservative we set our smallest headsail and a single reefed main and set off in a gusty 20 knot south-westerly. It turns out to be a very comfortable trip with that combination of sails and Cooper watching the other boats with his chin resting on the coaming.

Saturday morning the group sets off in a light north westerly for Chinamans Creek. The day is sunny and sailing is a delight and to make more of a sail out of it we decide to sail around the north side of Raymond Island. Unfortunately the wind drops right out and we end up motoring. We all eventually arrive at Chinamans and pull into the beach and what a party. Even Commodore John Prins and Roz pay us a visit.

PHOTO: is of our party on the Beach at China Man's Creek. It was a terrific turn out. Margaret Tripp observed that the club is alive and well. It sure is.

We wake Sunday morning to discover that the Easter Bunny has visited all boats. A champagne breakfast and then we walk into Metung for coffee. Eight boats head off for the Nicholson River while the other half of the group, feeling very comfortable there on the beach, decide to stay. We agree to meet up the following night in Bunga Arm. We sail and motor in very light winds across to the Nicholson and tie up to a long grassy section of river bank about 300 metres down stream from the jetty. Happy hour goes until dark.



Monday (Anzac Day) we have a leisurely morning and then a quiet sail across to Paynesville and a shower at the yacht club. We set off for our destination which is the beach half way between Steamers and Ocean Grange, but half way there Clive calls us to say that it is not possible to get close enough in the beach. As a compromise we decide to try for the crowded Ocean Grange jetty and just as we arrive, as if by magic spaces open up and we end up with the whole group squeezed around the jetty. We settle in and set up tables and chairs on the western arm for happy hour. Cooper and I go for a walk before bed and find a huge wombat on the grass at the end of the jetty. The wombat takes off at a rate of knots and Cooper very nearly drags me after him.

We wake Tuesday to a very heavy fog but with some sun this soon clears and after a walk to the ocean beach we set off in a rapidly strengthening easterly. We have a headsail only and big following seas. Some boats leave us to go home, but Silk Department, Wanton, Katrina and Small Change tie up on the beach in Duck Arm and WinSome in Picnic Arm. Very strong wind outside but beautiful on the beach.

Another heavy fog in the morning and WinSome motors out of the gloom to join us. Wanton has to go home, but Sea Goose joins us and we have another leisurely day on the beach with Cooper playing with children and spending most of his time in and out of the water. Happy hour is a joint affair with a small Sonata group.

Thursday is another beautiful day and we head first to Paynesville for showers and supplies, & then across to the Nicholson River again. Wind is easterly, about 10 knots and we sail and motor up to our favourite spot on the grassy bank. Cooper runs loose and meets up with the farmer, but he seems happy enough, luckily.

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Easter 2011 Cruise Report Continued

In the morning it is 7.5 degrees outside and it's time to farewell Katrina. The rest of us head for the Tambo River and tie up at the Prescott's jetty where I immediately lean on the safety line which has been undone for Cooper to get off and fall straight into the river! That isn't supposed to happen to the skipper. We have a rendezvous at the Prescotts for the big royal wedding party. And what a party it is. John and Roz Prins and the Munns arrive and we have a barbecue feast and then the girls grab the front row seats for the spectacle. The men get another glass of wine.

Unfortunately that is the end of our Easter week at the Lakes. What a wonderful cruise. Great weather and good company.

Kenton Lillecrapp
Noelx 25 "Silk Department"
Cruise Director

**Joan's Passionfruit Delight**

1 Pkt Lemon Jelly
250mls Milk
200mls Boiling water
250mls Cold Water
1 Egg
½ cup sugar
3 passionfruit



Make jelly with the boiling water until dissolved, add cold water then allow to cool.
Beat the egg and sugar well
Add the milk
Then the jelly
Add passionfruit.

Serve with fruit salad with passionfruit pulp and decorate with cream.
Serves 4-6 double mixture for more.

LETTERS TO THE EDITOR

From Joan Rockliff about Yacht Tenders

Hi Eddy

I have checked up the regulations for yacht tenders and thought perhaps it should go in the newsletter if it is not too late. There was some discussion over the weekend and I said I would check with Transport Safety Victoria.

There is no change to the regulations. The tender does not have to be registered or carry safety equipment if it is within 300meters of the vessel.

All crew and passengers must wear the appropriate PFD for the water way they are using when the vessel is underway.

Coastal Waters PFD Type 1

Enclosed Waters PFD Type 1

Inland Waters PFD Type 1 or 2 or 3

Gippsland Lakes are Enclosed Waters the rivers are Inland Waters.

Wanted donations of old small outboards to the club.

BTYC is attempting to run a basic outboard maintenance workshop for members interested in how outboards work, how to maintain them and how to do basic repairs.

The club needs a couple of old unserviceable outboards to use as learning aids, they will be pulled apart, damaged and resurrected as part of the familiarization activities. They need to be donated because they will be in even worse condition after people have pulled them apart etc.



So if you have an old small outboard under the house or even most of an old small outboard, please consider donating it to the club to assist these workshops for interested members.

Assuming we get some donation outboards, the workshops will be offered for small numbers of members as a hands on activity. This is not a TAFE activity and the training is casual, aimed at giving people the skills they feel they need to do only basic work on their outboards. It will be a bit of fun because we hope to have a BBQ or similar as part of the workshop, sort of party while you break stuff.

There will be some opportunity to work checking stuff on good outboards after all the mistakes are made on the donor outboards.

So if you have a dead smaller outboard waiting for the hard rubbish, e-mail Greg Beanland on irbs@optusnet.com.au or call 0438 137267 and we will arrange pickup of any donated outboards.

**The Hazelwood Pondage
Activity
14th-15th May 2011
By Edwin & Helen Flynn**

Many Baysiders once again braved the first winter chills after the terrific weather we had in summer and early autumn and attended the annual Hazelwood Pondage Weekend. This has now become an annual wind down event and we have taken the opportunity once more to add to our safe boat handling knowledge from informal presentations by members. Joan gave a very interesting lecture about how to handle a trailer sailer within a marina during times of rapid tide movement. A very timely topic for those of us lucky enough to be making the pilgrimage to Fraser Island whale watch this year. Thank you Joan.

After gaining the appropriate permission from the local authorities and the Victoria Police, we again took the opportunity to practice using Marine Safety Flares. All of us gained from this experience and even my grand daughters learned how to use flares safely and the importance of their safe handling. They along with other children in attendance had a great time catching tropical fish that are found at the pondage. In attendance where:

Ed & Helen Flynn, Rose & Joe Ciantar, David Morrissey, Gary & Jenny Prescott, Joan and Geoffrey, Norman & Annette Munns, Peter & Jana Newman, Gerard & Brenda Tate, Graham & Joan Cox, Don & Trish McCowatt, Clive & Susan Aikman, Alan & Rhonda Duncan.

Many thanks must be given to Don & Trish McCowatt for organising the weekend. Also big thanks to the Latrobe Valley Yacht Club for letting us once again access their clubrooms. It really made the weekend possible. Despite the wild weather we had a terrific weekend, great companionship.



David Morrissey supervising Daina & Jessica in the use of night flares.

**QUEEN'S BIRTHDAY WINTER
GETAWAY WEEKEND
JUNE 10 TO 13
VENUE: NAGAMBIE and AVENEL
district
Story by the Aikman and Flynn Families**

This year the Baysiders' Winter Getaway weekend was conducted at the home of Sue and Clive Aikman in Avenel. In attendance were Kenton & Ann Lillecrapp, Joan Rockliff and Geoffrey Peplar, Edwin & Helen Flynn, David & Sue Morrissey, Joe & Rose Ciantar, Peter & Linda Williams, Brian & Ann Enno, and Graham and Joan Cox. The weekend began with the welcome to Clive and Sue's beautiful home that is also a fantastic Bed and Breakfast. In Ned Kelly's days the house was a branch of the Bank of Victoria. Sue bought it a couple of

years ago and extended and transformed it into the beautiful home and B&B that it is today.

Eight of us slept in their own rooms and eight in their vans parked on the property. Two had to take a room in the nearby pub. Eighteen of us sat down at our big table to fabulous meals prepared by Sue and others. Sue got carried away a bit and kindly donated a six-litre bottle of "Taltarni" Cab Sav 1987 on one of the raucous nights. We drank the bottle in one sitting (plus extras).

Activities during the weekend included a terrific afternoon playing Croquet at the Nagambie Croquet club, where Baysiders got to exhibit their ruthless competitiveness on the green. The fun was capped off by a nice hot cup of pea and ham soup arranged by Sue Aikman. Afterwards we returned to Avenel and spent the rest of the afternoon helping Sue and the ladies prepare the evening meal. It has to be said here that thanks to Sue's



organisation we were all well fed. The night was capped off with good wine fine food and great company. The next day we visited a local commercial Mushroom farm. Sunday we after going to the local market we visited the Tahbilk Winery where after touring the underground cellars, all 18 of us sat at a long table in the restaurant and ate lunch; some of us sampling more of the local wines. Lunch was followed by a one-hour boat tour on the beautiful Goulburn River and a bush walk.

Throughout the weekend the weather was fine and mild, very different to what was being experienced back in Melbourne. It was a fantastic weekend and I can tell you that we did not want to leave. SO in summary, the activities were fun, the company was outstanding, the weather was kind and the hospitality and organisation by Sue and Clive was outstanding.

The annual winter weekend get-away is always different, and we would encourage all members to consider joining this activity next year. Meet other members and have fun off the water.

PS: Our Bayside visit to the region made the local press. (We are now famous).

Notice of Annual General Meeting

15th July 2011 (last Friday in March)

The meeting will be held at the Mordialloc Sailing Club Rooms From 7.30 PM

A Fantastic, Club Sponsored Casserole Dinner will be served from approximately 7.00 PM
Gold Coin Contribution for dinner please.

Member Sailing DVD Videos & photographs will be shown on the big screen
Like the last meeting this will be more like a party, so come a long and have some fun

The following two articles of past adventures at Fraser Island by Silk Department and Cre'me Caramel may be of interest to those considering participating in this year's "Fraser Island Whale Watch Cruise"

Every year for the last five or six years, Garry Beattie of the Emagazine The Trailer Sailer Place has promoted and lead a cruise up to the northern end of Fraser Island for a week of sailing with the whales. The trip is free and all you need is a suitable boat and a sense of adventure.

I first heard of it when Brian Symons of "Wild Honey" mentioned it on the Noelex website back in July. I made contact online and was immediately welcomed into the group of 25 to 30 trailer sailers proposing to go. Most of the others came from somewhere nearby in Queensland and even a few from Sydney and below. One other came from Victoria – a SeaBita from Bendigo, but we had by far the furthest to go.

Story by Kenton & Anne Lillecrapp Noelex 25 "Silk Department"

Photographs taken in 1988 by

Helen & Edwin Flynn "Wanton"

Logistically there was a lot of preparation, even apart from seeking nearly 4 weeks of annual leave. Luckily my boss is also a yachting. The trailer received a thorough overhaul with wheel bearings & brakes all attended to & 4 new sets of springs. Outboard was serviced and all the nice racing stuff taken off and the cruisy stuff brought on board. At the last minute I convinced myself that one of those horizontal boom sun shelters would be a sensible idea (turned out to be the best decision of the trip) so I rang the sailmaker in the last week before we left. "You want it when?" he said. But he delivered in time and it was great. We also had to be set up to carry about 70 litres of fresh water and 60 litres of fuel for the outboard (of which we used about 15).

We set off after lunch on Sunday 24 September in the stormiest weather imaginable. At Tocomwal in the caravan park the next morning the temperature read 2 degrees! We proceeded on up the Newell Highway with another stop at Gilgandra and then a couple of nights on my sister's farm near Inverell. From there we thought we would make Hervey Bay in one long day, however we did not reckon in the hills of the New England Highway and some bad advice which told us to go inland through Toowoomba rather than down to Brisbane and up the Bruce Highway.

We arrived at Urangan Boat Harbour around middle of Friday. We knew that we had a booking in the marina, but the exercise of navigating ourselves through the whale watching buses and car parking and the resort hotels to find where we had to launch was a stressful exercise. By the end of the day we were safely in our pen in the marina,



2007/03/17



2007/03/17

Above: Eddie watching Daina and Jessica cleaning the Long tailed tuna we caught near Wathumba creek.

Left: Wanton waiting for high tide outside of Wathumba Creek

enjoying a drink and starting to meet others on the cruise. What a great atmosphere.

Sunday morning broke with scudding clouds and a forecast of 25 to 30 knot winds. The plan had been to leave at 6.30am as we had to be into our destination, Wathumba Inlet at the Northern end of Fraser Island, by mid afternoon because of the tide. After about half an hour we all decided to give it a go and headed out of the safety of the marina into the wind.

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Getting across to Fraser Island from Urangan is a little complicated if you don't know the way (because of the various marks and channels etc) and so we had arranged for Wild Honey to lead us across. This was a good idea but rather worrying when we realized that we had passed out of the breakwater and into the rough stuff with only a vague idea where to go and Wild Honey still trying to get out of their pen.

Finally we all sorted ourselves out and motored in ones and twos across to Fraser Island (Moon Point). Jibs started to appear and then mains as well – generally well reefed. We had a glorious reach all the way up the western side of Fraser Island for about 6 hours and then finally pulled in to Wathumba Inlet about 2.00pm. This inlet has a very shallow entrance but once inside and around the corner there is a large safe anchorage for any number of trailerables. Some chose to dry out on the sand but most anchored in the tidal stream. We spent the rest of the afternoon sorting ourselves out and then had drinks on the ocean beach to watch the sun go down.

The next day was a lay day and most took the opportunity to walk on the beach or simply soak up the sun. The next day was our first chance to really get out amongst the whales. Because of the tide we had to get out at about 6.30am and almost immediately we saw whales a little further out. We were in a group of 3 boats and as there was almost no wind we motored slowly out towards the whales. Suddenly there they were. A couple of whales surfacing only a couple of hundred metres in front of us. Sensational! Mostly just slow breaking of the surface and blowing then diving again, but occasionally big tail flukes showing and even slapping the water. In the distance we saw others leaping out of the water and crashing down on their backs, but never near us. Over the rest of the day we saw dozens like this. It was the most awe inspiring sight. We headed back in about mid afternoon to happy hour and then drinks around a fire after tea.

The next day was an enforced lay day as winds of over 30 knots were forecast. We were all glad that we were in the safety of the inlet. The day after we set off early again into very similar calm sunny conditions. Suddenly two whales came across to investigate. They dived just below our stern and then began to talk to each other. The air was filled with the most astonishing range of sounds from low moaning to high pitched wailing to chattering and even "skippy" sounds. The sound was everywhere – through the air, the water and through the hull of the boat. What an experience. This went on for about 15 minutes and even though we were near other whales over the next couple of days we never heard it again.

All good things must come to an end and on Friday morning were headed off for Urangan with 3 or 4 others, reaching the marina about mid afternoon. Wonderful to have a real shower and eat in a restaurant again.

Having come so far (ie from Melbourne) we wanted to extend our stay a little so we planned to cruise down the Great Sandy Straits to Tin Can Bay over 2 days. Saturday afternoon we drove the car and trailer down to Tin Can Bay (about 100km trip) and caught a bus back to Hervey Bay. Our new friends on Wild Honey had left their car and trailer at Tin Can Bay so they offered to show us the way. We set off very early on Sunday morning in beautiful weather on a rising tide and very little wind. The rising tide is important as, if you time it right, you can get a 2 knot ride all the way to the middle as the tide comes in and then a 2 knot ride the rest of the way as it goes out again. Our plan had been to spend the night at Garry's Anchorage, about half way, but weather reports of strong south easterlies for that night, so decided that it would be wise to get past the Wide Bay entrance and spend the night in the shelter of Pelican Bay. We entered Pelican about 2.00pm and already there was only half a metre of water and that was fast drying out. No problem. We settled down to have lunch until about half an hour later we heard someone on the radio talking about the storm now lashing the Gold Coast and heading our way. Brian spoke to the Coast Guard and they advised us to get into Tin Can Bay if we possibly could. We immediately up-anchored and started out of Pelican with no keels and no rudders down. The water that we thought was shallow when we entered was now really shallow. Both of us suddenly ran aground. Somehow we backed off and after an age, succeeded in getting out of there. The wind was strong north easterly now and we flew down to Tin Can Bay under jib and motor, arriving just before dark. What a relief and what a stunning new marina.

The storm blew for the next 2 days. Brian and Jenny retrieved their boat and headed off home and we had a lazy day looking around. We drove down to Rainbow Beach and booked ourselves onto a Commercial 4WD one day trip to Fraser Island for the next day. This was a wonderful trip and so interesting to see the island from a different perspective.

We retrieved the boat the next day. When I say "retrieved", what I really mean was that I backed the trailer down the ramp and 2 marina employees took over and did everything else for me!! Next we headed down south to Byron Bay where we booked into a caravan park and treated the boat as a caravan for 4 nights. The caravan park manager had clearly never seen anyone do this before and could not get over it. I had to show him on board before he understood that we had beds and cooking facilities etc just like a caravan. Even then he would bring people around to see these weird people sleeping on a boat.

Byron Bay was great and the hippy life really beckoned but we had to go. We headed back to the Newell Highway by going from Ballina across to Tenterfield. Not to be recommended when towing a 2 tonne boat & trailer. We threw the tread off a trailer tire a couple of kilometers out of Dubbo and stopped almost in front of the biggest tire business you have ever seen. They had exactly the right tire and we were on our way in 20 minutes.

Arrived home after 2 & a half days of travel. What a wonderful trip. The whales were sensational. I thoroughly recommend the trip to anyone who has a boat and a sense of adventure.

Kenton & Ann Lillecrapp
Noelx 25 "Silk Department"

2004
 Cre'me Caramel
 at
 Fraser Island Whale Watch Cruise
 Story and Photographs by Ian & Lesley Clapperton
 Some photographs added by Edwin & Helen Flynn

Any of you who read Small Yacht Cruising Emagazine, the online magazine by Garry Beattie or look at The Trailer Sailer Place (also on the web) will have heard of the now annual whale-watching cruise from Hervey Bay. The 2003 cruise sounded so good and the photos we saw were so spectacular that we decided to join the cruise.

We registered our interest some months before and were put on the "possible" list as it was a little too far in the future for us to make our intentions definite at that stage. From then on we received more and more information and saw lists of who was planning to participate. Soon we could see that there were well over thirty boats hoping to join the cruise- most were trailer sailers but some keelboats and a powerboat. Due to other commitments, I was a little late getting the boat ready and this nearly put paid to the whole trip.

It's a long way to Hervey Bay from Frankston and it took us three and a half days before we reached Bundaberg. Our intention was to make the most of the trip and start from Burnett Heads with some of the locals, stopping overnight at Burrum Heads before sailing further south to meet the main group at Urangan Boat Harbour.

They say plans are meant to be broken- and ours certainly were. While in a caravan park at Burnett Heads, we learned that there were now only to be two other boats leaving from there and one was now without a crew for that leg. Not only that, but southerly winds were forecast that would have made for an uncomfortable start to the adventure. The decision was made- we would all take our boats to Urangan by road. Having plenty of time at this stage, we called in at Burrum Heads and stayed the night in a very busy caravan park. We didn't think we had missed much by not arriving there by sea.

On arriving at the Urangan Boat Harbour the next morning, we found a brand new marina called the Fisherman's Wharf Marina which wasn't really finished but had plenty of room for us and was very friendly. The marina also had a large and convenient (but not exactly cheap) storage area for the cars and trailers. Trailer sailers of all shapes and sizes began to appear at the adjacent boat ramp. Every one we spoke to was also on the whale-watching cruise with us.

That night, (a Saturday) arrangements had been made for us all to dine at the Hervey Bay Boat Club. There were over seventy people there just from our party and the "all you could eat" meal was both cheap and impressive.

Next morning, all the boats set off on a non-stop sail all the way to Wathumba Creek, more than thirty miles away. It was a long slow trip requiring the iron spinnaker nearly all the way. With no wind and a very annoying slop to contend with, we heard that one skipper had become incapacitated by the dreaded mal de mere but another boat crew went to assist.

Wathumba Creek is near the top of Fraser Island (on the inside or west) and cannot be entered at low tide. Once inside, it is a perfect spot- safe in all winds, no rocks or coral, no weed, clean sandy beach and plenty of space for the thirty-eight or so boats to either dry out or swing at anchor. There was one powerboat in the party but it was a very special craft. This boat, now beautifully restored, had been built during the second world war for servicing flying boats and has been in the same family ever since. The

Photo showing the Wathumba Creek Inlet Taken during our whale watch cruise 2008. Photo by Helen Flynn



Cre'me Caramel inside Wathumba Creek. Photo by Ian Clapperton



owner, who is in the boat building industry, had brought the boat from the Brisbane area by sea with his young son as crew.

Three boats came from Bendigo- a Seabita, a Castle 550 and another larger TS. Others came from SA and NSW although most hailed from Queensland. There were many classy yachts such as a Van de Stadtt 30, Farr B30, Austral Clubman, Magregor 26M and Magnums. Two or three keelboats turned up but had to anchor outside due to the shallow channel.

On the evening of our arrival, a campfire was lit using firewood brought on the boats from the mainland. There were three guitarists present, one a real virtuoso from Bendigo, and other musicians including a clarinet player from Frankston! Singing and partying continued quite late until a few spots of rain had everyone scurrying back to their craft.

During the next few days, we ventured out to meet the whales. We saw them each day and observed all their various activities such as breaching, tail slapping, fin waving etc. Unfortunately, we were never in quite the right place at the

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Photo by Helen Flynn taken during Fraser Island Whale Cruise



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right time to get really spectacular photos as we had hoped. We didn't make it to the lighthouse at the top of the island and the day we were to leave the creek it was a little too late for the tide and most of the boats had to stay another day. Another day in paradise?

We had a pleasant sail back to Urangan although it was originally planned to have an overnight stop at a place called Coongul Creek. On the way, we heard that one of the boats had engine trouble and then its radio played up. It was eventually towed back to the marina by one of the other boats on the cruise. Several boats had launched at Tin Can Bay and were to sail back there, starting the next day. We decided to join them and set sail for a stopover at Kingfisher Bay

resort. The anchorage there is not well protected but we were able to dry out and have a quiet night. The resort is boaty friendly with free showers available, restaurants and shops.

The next day we all went to Gary's Anchorage, notorious for its sandflies. Here we had another party on the beach in the evening, complete with campfire, more live music and a number of visitors from other boats including some newly weds and a couple who had bought a huge cruiser in Thailand and had cruised it back to Australia.

From Gary's Anchorage we sailed to Tin Can Bay and stayed the night in the marina there. We said goodbye to the others who were pulling out and the next day we went to Pelican Bay, which is just to the south of Fraser Island. We found a float hole right next to a camping ground and went ashore to view the antics of the 4WDers who catch landing craft from here to get to the island.

We called in at Gary's Anchorage again on the way back but we then had to shelter there all the next day due to very strong winds. When we did get going again, we made our way to the Susan River and then the next day to Kingfisher Bay, carefully following all the marks as we picked our way between the extensive shallows. It pays to be aware of the tides in this area as they come in from both ends of Fraser Island so it's possible to have the tide against you all day or with you all day. At the resort we had hot showers, enjoyed a meal in a restaurant and bought fresh bread from the bakery.

Instead of sailing straight back to Urangan (well, never straight in the Great Sandy Straits), I persuaded the first mate that we should spend the night at Moon Point as it looked very inviting in the guide books. So we set off, passing to the west of Little Woody Island but trying to miss the vast shallow areas to the east. Approaching Moon Point, it became obvious that the chart, originating from 1863, no longer showed the entrance with sufficient accuracy. With the keel almost right up, we motored close to shore but even then we could not see an entrance to the hole where we had hoped to anchor for the night. We concluded that the tide was too low and with the sun rapidly sinking, decided to head back to the marina at Urangan. We let the VMR know of our change of plan and just managed to log off with them before they closed down for the night. There is excellent coverage from the voluntary organizations up there.

Visiting a relative on Bribie Island on the way home extended our holiday even more and we were away for a total of four weeks. The Hervey Bay area offers a cruising area with a great deal of variety- from sheltered cruising comparable to our Lakes- to more open adventuring right to the top of Fraser Island- or even up to 1770 for the very brave. In season, the whales are an added bonus.

Ian and Lesley (Crème Caramel)

Photo by Ian Clapperton at Wathumba Creek Fraser Island



BTYC Cruise Calender 2010/2011

Event	Date	Cruise	Cruise Co-ordinator	Launch	Overnight
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	12th - 14th March 2011	Westernport	Brian Loh	Hastings	Spit Point
Labour Day Weekend	12th - 14th March 2011	Corio Bay	Cancelled	Cancelled	Cancelled
Easter & Anzac Day	From 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	17th September to 9th October 2011	Hervey Bay/Fraser Island/Great Sandy Straits	Kenton Lillecrapp	Tin Can Bay	Wathumba Creek