

# Bayside Trailable Yacht Club NEWSLETTER

June 2010



## From the Editor's and Social Secretary's DESK

After spending approx 15 years on the committee and being a part of the big family of the BTYC, it is with much pain in the heart will not be standing for any committee position this AGM. We are fulfilling a promise we made to ourselves a long while ago, and go wondering afar to see some of our wonderful country.

Both Jenny and I wish to extend our heart felt thanks to all members of this club for all the assistance, praise and the odd argument including the lobbying we have had over the time.

*Gary and Jenny Prescott (soon to be happy wonderers)*

## From the Commodore

A good season yet again thanks to our committee member's good work and the members' participation, resulting in excellent sailing and social gatherings.



A major disappointment however have been the resignations of both the Thompson and Slee families as I thought they would be with the club forever. Special to thanks to both families for all the work, support, input and time given to the club over a large number of years. It has been a disappointing loss as both families have been with us since the club's inception .

On behalf of the club and myself, thank you, and we wish both John and Gwen Thompson along with Gary and Margaret Slee all the best for their future. I am sure that we will still be in contact with them in the future, but not as frequently as we would like.

For the first time Ros and I attended the Hazlewood Pond weekend and were ever so surprised by both the size and how scenic the Pondage area is. Well worth a visit or a weekend stay.

Eddie has once again excelled with his endeavors to improve the club and our lives by setting up a web page on line. If you have not yet visited the site, it is a must do, with all the information and links to great sites including some of our own members' sites.

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

Access and Password details have been sent out by email to all members. If for any reason you have not received this information contact our secretary Edwin Flynn.

The end of our year is nearing so the time to think of **what you can do for your club**. All positions with the exception of past commodore will be available at the annual elections, so

here is your opportunity to help your club grow and prosper/

A number of current committee members will not be standing due to other commitments. **All** committee positions must be filled.

I look forward to seeing as many members as possible at the getaway weekend and the AGM.

**John Prins**  
Commodore

## Your Committee



COMMODORE:	John Prins	9755 1666
PAST COMMODORE:	Ian Clapperton	9783 8580
SAILING DIRECTOR	David Morrissey	9740 7568
SECRETARY	Edwin Flynn	9744 5593
TREASURER	Joan Rockliff	5976 4165
SOCIAL SECRETARY	Jenny Prescott	5156 4695
EDITOR	Gary Prescott	5156 4695
MEMBERSHIP SECRETARY	Norman & Annette Munns	5156 6705
COMMITTEE MEMBER	Clive Aikman	9735 5677
HISTORIAN	John Thompson	9789 1868
PUBLIC OFFICER	Andrew Federowicz	9853 4944

### MAILING ADDRESS:

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## NOTICE OF MEETINGS

### GENERAL MEETING and THE AGM

It's that time again, come one come all and enjoy these very important meetings.

Friday 16 July 2010

The General meeting will commence  
8.00 pm sharp followed directly by the  
**AGM**

At the Mordialloc Sailing club.

Soups and other yummys from 6.30 pm.

The minutes of previous meeting and the  
agendas for the above meetings have been  
circulated to members.

### WINTER GETAWAY 2010

Dates: Queens Birthday Week end

Location: Lealow Caravan Park, Johnsonville

#### **Directions:**

Drive as if going to Lakes Entrance, proceed over the Nicholson River and when you reach the BP garage at Johnsonville turn Right, 700 Meters on the right.

**Ph:** 51564695 or 0427012707 **if lost**

*Activities: Many on park activities, Golf, Bocce, line dancing, bingo, and many BBQs on the Park BBQ, the use of the shed (with Log Fire if needed)*

**Note:** for golf on Royal Lealow you only need a putter, a 7 and possibly a 9.

*For bingo, please bring something not wrapped, value around \$5*

*Drives into the hinterland, visits to an Olive farm, Wineries, and the herb Farm for morning tea at Swan Reach. And a time at the Croquet Club in Bairnsdale so as you can all try this wonderful game.*

**Bring:** Food for BBQ, Ultra warm clothes, Bedding,  
Pets if well behaved,  
Children if well behaved, Games,  
nibbles for H/H, Camera,  
Wife if well behaved, drinks, accommodation of some  
description, and anything else I have forgotten.

*Accom: All park Accom, ie. Cabins are now fully booked  
some sites for tents  
and  
Caravans etc still avail.  
Room on Jetty if on boat could be limited, but Should be ok.*

#### Notification of attendance

Ring Jenny on 03 51564695 or 0427012707

## Werribee River to Portarlington Cruise Report – 28<sup>th</sup> – 29<sup>th</sup> November 2009

There are some sailing adventures that one must write about.

The cruise was advertised in the traditional fashion in the BTYC Magazine and also followed by emailed flier to all Baysiders two weeks prior to the event. Unfortunately probably due to predicted bad weather and other personal commitments of this time of the year, the only participants on the cruise was going to be Wanton. Luckily for me I issued an invitation to all and sundry on the TrailerSailerPlace.com.au forum. Almost immediately I received a number of responses. Helen and me decided we did not want to cancel the sail no matter, even if we only stayed on the river as the flier sent to members said.

On Saturday 28th November at approximately 10 am Wanton met up with Shane (Madmission) in his Boomerang 20 and Brian in his SouthCoast 22 (seaweeds) at Werribee. We had planned to meet up earlier but the skipper on Wanton forgot his wallet at home so we had to go back home to get some moorla for petrol.

We set up as quickly as we could, 20 minutes turned out to be closer to 3/4 of an hour. Shane and Brian came over for a wonder and invited us to lunch after we launched. That was totally unexpected and we accepted and we all four dined in Wanton on Shane's (madmission) deliciously prepared roast complete with "home made beef" so tender you did not need a knife to cut it. All of it cooked on Shane's now famous Cobb cooker. We'll have to get one of them now.



Photo by MadMission (Shane)  
Leaving Queenscliff

During lunch we discussed the weather forecast and what to do with the rest of the weekend. The wind at that time was moderate from the North West and North East. It was forecast to get a bit (a lot actually) stronger so staying at Port Arlington was not a good option. Shane and Brian suggested Queenscliff. We could sail there OK and find good refuge at the floating pontoon near the Swan Island bridge.

Helen is a music buff and she could not resist the prospect of being near the Queenscliff Festival.

We set out and sailed most of the way running in front of moderate to strong winds. Once we got to open water the waves were rolling from our port side and that in combination of the wind from dead astern made Helen uncomfortable. This is not our favourite way to sail. She handed me the wet weather gear and off to bed she went. She stayed there until we arrived near Prince George Bank when Brian signalled me to look to my starboard where he had spotted a pod of Dolphins. I woke Helen up and she forgot about her sea sickness with the site of her favourite marine creature. They rewarded us with a nice swim past and two also decided to do a double loop much to Helen's delight.

By now the wind had died down completely and we were in smooth waters. Down came the sails and we kicked the motor in and motored on to Queenscliff keeping on the inside of Governor Reef and close to land.

We arrived and berth at Queenscliff by about 7.30 pm. There we were welcomed by John in his Red Jacket and Leigh (marinated) on shore with his Sorcerer 21 behind his van.

As I was only wearing the wet weather jacket during the sail, my legs were soaking wet I was very cold, so I was glad for the hot shower at the nearby amenities block.

We left Queenscliff for Werribee about 7.30 the next morning. At that time there was little wind, Helen and I decided to motor sail to ensure that when the predicted strong southerlies hit we'd be as close to our destination as possible. We left the motor ticking over adding about 3 knots to our speed until we were perhaps 3 nautical miles off Werribee. We turned the motor off and then sailed on. At first there wasn't much wind but it soon built up. We sailed and tried to fish (trawling) for about half an hour. Then the wind picked up and we sailed around the vicinity of Werribee for about an hour in about 10 to 15 knots winds before the storm hit. Storm clouds rolled in from the South West and soon the ominous signs told us we should get into the river. As we were sailing up and down the coast in front of the river we soon were in the Werribee river channel so all was good. We arrived at Werribee about 2.30 pm. There as we were retrieving we saw a small fleet of beautiful wooden yachts, part of the Wooden Boats Club, getting ready to sail in the river.

In summary, we had a great weekend despite all the doom and gloom of the forecast. We timed every step to be just ahead of any serious weather patterns. We did this in the best of sailing company with people whom we met on the TrailerSailerPlace forum. They were:  
Madmission - Shane (Boomerang 20) (Colac)  
Brian - (Seaweeds) South Coast 22 (Geelong)  
John - Red Jacket (magic232) (Indented Heads)  
Leigh - Sorcerer 21 ((Stawell)

If they would let us we would sail with these guys anytime. They were the best of company and very confident sailors indeed.

The moral is that is, "If you can go to a cruise than go ahead despite the weather. You can adjust the sail plan to ensure safety when you are there." We did and it was a terrific weekend. Picture below shows us leaving Queenscliff.

Ed & Helen  
Wanton C22/110

## **Port Phillip Solo "Circumnavigation"**

by Peter Nyga

Some people say that Port Phillip is not suitable for cruising: too open, too few anchorages, weather too changeable..... That's a pity. Providing the cruising sailor plans around weather patterns and tides, rather than to a man-made timetable, Port Phillip is a wonderful cruising ground. Sometimes one's own backyard can be just as interesting as some distant waterway.

When I retired I set myself a little goal of "circumnavigating" my Ultimate 18 trailer sailer, *Playmate*, solo around Port Phillip. I'd sailed Port Phillip many times before, but never right around. Over the Easter period, 2010, I completed that goal over eight days and 147nm.

I stocked *Playmate* with 12 days' supplies, launched at Portarlington and left the car and trailer at my son's house. That afternoon he sailed with me; we hadn't sailed together for years and we thoroughly enjoyed a few hours together. Back at Portarlington, he went home and I planned to stay at the jetty for the night and head off to Geelong in the morning. However, by 2200hrs an 18 knot NE wind was making conditions uncomfortable, so I sailed for the safe haven of St Helens (Geelong), 14.5nm away, where I arrived at 0130hrs after a pleasant broad reach down the shipping channel. Night navigation in Corio Bay is easy: just follow the shipping channel lights - but keep an eye out for ships! Little did I know that this night sail would be a practice run for the same sail a week later.

In the morning I awoke to a warm, humid day with overcast sky, but no wind. Due to the forecast 25 – 30 knot SE winds I thought it prudent to have a lay day – time was my ally. St Helens is a pleasant, well protected little harbour. I spent the day going for walks, talking with the Coast Guard guys, watching pacific gulls, egrets and herons. Later, my partner, June, and my daughter visited. The forecasted winds did not arrive until 1800hrs and I had a sound night's sleep in the safety of St. Helens.

Next morning, I pointed the bow in the direction of Werribee River, 20nm away. In Corio Bay, two tug boats were heading out to manoeuvre a ship into Point Henry. Naturally, I gave them a wide berth while watching with interest. My *Playmate* and I enjoyed a pleasant reach, accompanied by a lone dolphin, in 10 – 15 knot SE winds, which increased to 18 knots near Werribee River where we arrived at 1630 hrs. To the west, the You Yang mountain range stood sentinel over the bay – a great navigational aid. I tied up at the end of one of the launching ramp pontoons for the night and in the evening, Nature put on a spectacular light show. Crepuscular light rays (commonly called God beams) emerged from holes in the clouds, while the river reflected the sky and silhouetted moored boats – a photographer's delight.

The many pelicans in the area also seemed to enjoy Nature's display.

My next Port of call would be Williamstown which I reached in three hours, after watching a stunning, colourful sunrise. The wind was a cool 10 -15 knots southerly. I tied up at Ferguson Street Pier for a brief lunch stop before heading through the many moored boats and up the Yarra River, where I tied up right outside my former employer's new head office and rang a former workmate, "Walk over to your window and look down – that's me waving. Want a coffee?" He laughed, promptly came down with another work colleague in tow and together we went out for a cappuccino. Afterwards they went back to their jobs and I went back to mine – more sailing. I tacked all the way back down the Yarra in a 15 – 20 knot southerly, tying up for the night again at Ferguson Street Pier. That night a fairly rare blue moon rose over the horizon.

I woke to a voice asking, "Welcome to Hobson's Bay Yacht Club. Do you want to come for a shower?" How nice! After having a lovely hot shower and topping up my water tanks I set course for Sandringham - to windward all the way in a light 10 knot, dying breeze. That 7nm took 3 hours to cover. I tied up at Hampton Pier, opposite Sandringham Y.C. as a beautiful sunny day emerged from a cool, cloudy morning. It was entertaining watching yachts and people coming and going – Wednesday afternoon racing was on. In the afternoon, a photographer friend of mine came for a coffee, as did June after work (someone has to keep the country going).

A 15 knot westerly wind and overcast sky greeted me next morning – ideal reaching conditions for the longest leg – 34nm to Cameron Bight (Blairgowrie). For the first few hours, a low cloud cover blanketed much of the coast line as *Playmate* enjoyed the freedom of off wind sailing; she seemed to dance in her natural element. There was little sign of life apart from a few penguins which looked at *Playmate* inquisitively before diving for safety. Occasionally, I set the self steering – two bits of string holding the tiller - which gave me a little respite to navigate and go below for food and drink. By midday, when I was 4nm off Mornington, the wind strength eased to a slight zephyr as the sun broke the cloud cover leaving *Playmate* wallowing with sails slatting in a sloppy sea. It was time to stop for lunch, so I hove to by backing the genoa and lashing the helm alee. *Playmate* simply sat there at about 60° off the wind while I relaxed over lunch – biscuits, cheese, tomato, cake and an apple. The light zephyr continued, making progress rather slow. Reluctantly, I motored the last mile or so into the new Martha Cove residential / marina complex. I briefly thought of staying there, but as it was only 1500hrs I decided to push on to Blairgowrie after topping up the fuel tank. I was amused to see the screen on the self operated fuel pump asking the operator to select one of: "Up to \$200, Up to \$500, Up to \$1000". With the tank topped up with \$15 of fuel, I set off for Blairgowrie in the now strengthening wind, which gradually became offshore as I sailed along this beautiful, curving coastline, its main feature being the peak of Arthurs Seat. At 1830hrs I dropped anchor amongst the moored boats in Cameron Bight, cooked a pasta dinner, read a little then crawled into my sleeping bag as the

boat gently rocked me soundly to sleep. I probably went to sleep with a smile on my face thinking that this cruising life is rather blissful. I didn't have a care in the world.

What a wonderful night's sleep! I've always preferred anchoring, which allows the boat to do its own thing, rather than bash against a jetty. I crawled out of my bunk at 0545hrs, had a hearty breakfast and left in the dark to catch wind and tide across to Queenscliff. What a stunning sunrise over Arthurs Seat and Mt Martha! Nature again put on an ever changing display of crepuscular rays, one of which beamed direct on to the Fort, a man-made island built in the 19<sup>th</sup> century. Other rays hit the water causing the wave tops to sparkle like a million diamonds. As if this wasn't beautiful enough, another lone dolphin escorted me away from the coast. With a favourable tide and a 15 knot wind on the beam, *Playmate* was slicing through the water at a quick pace – a bit too quick. I jibed to double back on my course to allow a container ship to pass within safe distance, and later gave the Queenscliff–Sorrento Ferry a wide berth. Halfway across my dolphin companion left me as *Playmate* sped towards Queenscliff, which I entered just two hours after leaving Cameron Bight. It was now Easter Friday, so there would be plenty of keelers down from clubs around the bay. After trying to obtain a berth at the new Queenscliff marina, I left because they had no room and went over to Queenscliff Y.C. Same story there: keelers were rafted three deep, so I found a pontoon near the narrow bridge which runs over to navy property. Here I spent an enjoyable day talking with people and walking around the delights of historic Queenscliff. At one stage, drama unfolded behind my boat when police and ambulance arrived followed by a dive boat, which had on board two divers who were suffering from the bends. They were soon whisked away in an air ambulance. In the evening I moved over to the moored boats area opposite the yacht club, dropped anchor and enjoyed another peaceful night's sleep.

What a glorious morning to wake up to for the last day's sail back to Portarlington: light SE breeze, the rising sun painting red hues on ever changing cloud formations and imparting its warm glow on *Playmate's* deck and me. I spent the morning relaxing, studying the many moored boats, watching a cormorant sleeping on the bowsprit of a cousta boat and the comings and goings of the keel boat people. It pays to go with the strong tide in this area so I had an early lunch and cleared Queenscliff at 1130hrs to catch the flood tide. Reaching up the interesting coastline was most enjoyable: past Swan Bay, up Coles Channel, St Leonards and then.....the wind eased. In order to make it to Portarlington at a reasonable time, I motor sailed the rest of the way and tied up at the jetty. Having completed the "circumnavigation" the plan was to relax overnight, chat with a few other yachties and retrieve the boat next morning. It was not to be.

The overnight weather forecast was for 15 – 20 knot SE winds – ok for Portarlington. However, by 2100hrs the wind was a 25 – 30 knots easterly, leaving Portarlington exposed (I learnt later that this was the official wind speed at Point Wilson at that time). It was time for Plan B. I left at 2100hrs for Geelong running under jib, surfing up to 7 knots in 1 to 1.5m seas. Suddenly, 3 closely spaced waves rose to twice the median height and had breaking crests. They were very steep - just like coastal bar waves. I don't know why this occurred because the depth gauge showed 7m. In just a few seconds there was no time to think about life and the universe, all I could do was ensure the boat rode square to the steep face and hope I was not pooped. *Playmate* rode the wave successfully, its crest breaking each side, and slid down the back as it passed only to be hit on the port quarter by the next, very close, steep wave. *Playmate* broached and heeled 40/45°; it felt like more 80° as I stood against the leeward cockpit seat and hung on to the windward lifelines while hoping that the buoyant hull and heavy bulb keel would do their job - here was a real life self righting test. Up she popped, the jib and rig shook so much I wondered how they could stay erect. I quickly pulled the helm hard up and *Playmate* took off, riding the next wave quite well. After that the sea went back to "normal" size and I tore off down the shipping channel to St Helens.

On arrival, I discovered that 2 other solo sailors had sailed their trailer sailers in the same conditions, arriving just before me. At 0100hrs we discussed, even laughed (stress release?) about the "freak" waves and could not work out why they had occurred.

I patted *Playmate* and went to bed.

**Peter Nyga**

**ANZAC Day cruise  
23-26 April 2010**

Participants: Wanton, Therapy, Farr the Farrst.  
Visitors: Brenda & Gerald Tate

Rather than contend with the Friday night traffic on the Westgate Bridge, Wanton & Therapy decided to launch at the Williamstown Warmers. Unfortunately, we didn't allow for the rain and it was dark well before we launched, this made navigation in the poorly marked Warmers channel interesting to say the least. Once into the river we made good progress until the Bolte Bridge, where a non-functioning channel marker caused some concern. We had to find it with a torch before continuing. We had finally tied-up at 7:50p.m. By then the rain finally stopped, and we had tea on board.

Saturday was a time to dry out further as the forecast was for more rain and the wind was quite cold and blustery. Ed and I headed into town to get a new fuel hose and found there is a city circle tram stop just outside, and it's free. In the mean time the girls went out sight seeing or was that shopping. Wanton took out some guests out for a quick cruise around the harbour, it was very cold and they didn't last long. The wind eased in the evening so we had a BBQ on the balcony at the marina lounge and then went for a walk along the waterfront before bed. There was a lot more activity both on and off the water than the previous night. The party boats seemed to make the most noise but the onshore venues went on until 2pm, once in bed, I heard nothing.



*Picture of Therapy & Wanton at Docklands  
(Photo Edwin Flynn)*

Sunday didn't seem to be much of an improvement in the weather so we did a tour of the Southern Star area and waited for guests that were coming for lunch. By now Meg & Bruce Weidner had arrived from St Kilda with a new boat. Anyone want to buy a Bonito 22? Our kids turned up just before dark so we motored around the harbour and down to Bolte Bridge again before tea. Strangely enough, all the pens were booked out for Sunday night, the majority taken by power boats and booked at the last minute.

Monday morning was very pleasant, a bit warmer with a slight Northerly breeze. We tidied up in the marina lounge, paid for our stay and departed. There was very little traffic on the river and the breeze freshened for our run home.

Sue & Dave  
Therapy

**Another first for Baysiders was the establishment of our first Kangaroo court over the Christmas New year break.**



While the group were tied up at Chinaman's Creek, one eagle eyed member noticed that the Commodore's boat was not flying a club pennant, this being a matter of the most severe nature could not be allowed to go un-punished.

To give the Commodore a "fair" hearing, a Kangaroo court was hastily convened. Presiding over the event was Gary "hang him high" Prescott, the "persecutor" (Ed Flynn) launched a scathing attack on the Commodore who was totally defenceless under a barrage of insults and jeers from the public gallery.

When the Commodore finally tried to lay the blame of this fiasco on his wife, much to the annoyance of the jury, it became clear that he could no longer defend himself and the "defence counsel" (Dave Morrissey) stepped in. After the briefest council, the defence acknowledged guilt and stood down.

The jury unanimously agreed on a guilty verdict and the Commodore, finally agreeing to the error of his ways, thanked the court for it's impartially and accepted the poison cup (port) from his executioner (Jenny Prescott).



The moral to this true saga is:

"Don't get caught out with your sails up and your pennant down - that is unless of course you like Port."

**Gary Prescott** (*The Hanging Judge*)

*(Picture: After the trial peace returned to China Man's Creek) Photo Edwin Flynn*



## *Hazelwood Pondage / Weekend Getaway*

*14<sup>th</sup> May / 17<sup>th</sup> May*

The weekend started early, Allan & Rhonda Duncan arriving on Thursday 13<sup>th</sup> and establishing a beach head ready for the oncoming onslaught. Gary and Jenny arrived on Friday and with the assistance from Don opened the club house and arranged a warm fire for the weekend,

Other participants over the workshop weekend staying in either boats, tents, caravans and camper trailers. These were: Joe and Rose Ciantar, plus grandchildren (well done on bringing the only boat for the weekend), John and Roz Prins, Edwin Flynn plus granddaughters, quickly made friends with the Prescott and Ciantar grandchildren, and many dogs and other family members from all parties .

Many visitors through the weekend included: Don and Trish McCowatt, Brenda and Gerald Tate, Peter and Jana Neuman, and Norman and Annette Munns.

The weather was very kind to us and as planned many activities were carried out in the course of the weekend. These included: Sailing, Fishing, (the children really enjoyed catching the colorful tropical fish), Dolphin watching, Mast Raising, Man overboard drill, Servicing the outboard motor and trailer maintenance, and Emergency flare lighting practice.

We would like to thank the Latrobe Valley Sailing Club on their efforts to ensure we had a nice and productive weekend as usual. Having a warm refuge ensured a fantastic weekend for all.

**Gary Prescott** for Don McCowatt

Photo by John Prins.

Baysiders practicing lighting emergency marine flares.







## Bayside Trailable Yacht Club Committee Nomination Form

I hereby nominate ..... (insert name of person being nominated)

For the position of ..... (insert committee position)

of the Bayside Trailable Yacht Club

Signature of  
Proposer.....Date:.....

Signature of  
Seconder.....Date:.....

I hereby accept the nomination for the above position

Signed.....Date.....



### Explanation of Duties of Committee members

**All committee positions are vacant and any member may nominate or be nominated to any position they desire on the committee. Briefly, the following are the duties of the various committee positions.**

<b>The Commodore:</b>	The commodore is the club's leader. He acts as the club's representative and is the chairperson of all the club's general and committee meetings. The commodore often acts as mentor to new members.
<b>Secretary:</b>	The secretary's role is to keep records of all the club's correspondence and to communicate the resolutions made by the club to all affected persons and third parties. He also advises the Commodore about questions that may arise about the club's constitution. He/She produces all meetings agendas and minutes and correspondence.
<b>Treasurer:</b>	The treasurer's main activity is to control the club's finances. He/She ensures that the club's budget is always balanced so that the club can meet its financial obligations. The treasurer also prepares the annual report that is submitted to Consumer Affairs Victoria on behalf of the public officer.
<b>Sailing Director:</b>	The sailing director is responsible for the planning of the club's cruising activities. He keeps records of cruise attendance. In this regard he relies on the reports of each cruise's Cruise Co-ordinator. The Sailing Director is also responsible to make achievement awards to member who achieve certain cruising milestones.
<b>Social Secretary:</b>	The social secretary's role is to plan the club's social activities. The major activities are the Club's Annual Christmas party, Non-sailing social activities such as the Winter Break Weekend and also opening season BBQ's.
<b>Membership Secretary:</b>	The membership secretary's role is to receive applications from individuals wishing to join the club. He is often seen as a mentor for new members, as he is often their first point of contact with the club. The membership secretary devises ways to increase club membership applications.
<b>Newsletter Editor:</b>	The newsletter editor is responsible to collate and produce the club's periodic newsletter. The newsletter includes stories of sailing/cruising adventures submitted by members. It also includes notices to members such as the cruising calendar and the formal notice of meetings and minutes of meetings. The newsletter is seen as a major club promotion tool and attracts existing members to come to club activities and meetings; and attracts prospective members to join the club.
<b>Committee Members</b>	The club also has non-office holding committee members. These committee members' role is to assist the committee in its deliberations and add input to the pool of knowledge on the committee to ensure the club remains relevant and vibrant for it's members.