



*Registered No. 6733A*

# Bayside Trailable Yacht Club NEWSLETTER

MARCH 2014

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**Plus BTYC regular features**

## BTYC Committee

Commodore	Kenton Lillecrapp	9836 6824
Past Commodore	John Prins	9755 1666
Secretary	Amanda Fedorowicz	9459 1826
Treasurer	Joan Rockliff	5976 4165
Cruise Director	Geoff Peplar	5976 4165
Social Secretary	Sue Aikman	5796 2384
Committee Members	Clive Aikman Tony Pitt	



## COMMODORE'S MESSAGE



### From Kenton Lillecrapp

Hello Baysiders,

As I write this I have just returned from a day's sailing on Westernport. Steady southerly wind of around 15 knots for the whole afternoon. Warmish, although somewhat overcast. Delightful.

It makes one realise just how lucky we are with the accessible sailing waters around Victoria. Westernport, Port Phillip and Corio Bay, Gippsland Lakes, Corner Inlet, Mallacoota and for motor cruising there are inland lakes, the Glenelg River and the River Murray. And most of them are only a few hours away.

Today is the first day of autumn, and the weather is certainly cooling now as we head towards the last couple of cruises for this year. The big one of course is the Easter cruise at the Gippsland Lakes - this time well into April, so rug up! I am looking forward to catching up with as many of you as possible.

Looking further out, your committee has been busy planning activities right into next year. We will hold our next general meeting on Sunday 4<sup>th</sup> of May and we are hoping to have someone to speak to us on his experience as navigator of Sydney 38 "Audacious" in the recent Sydney to Hobart race.

The Winter Getaway has taken shape and we are heading for the Cowes Caravan Park on Phillip Island where there are caravan/camping spots, cabins and good group recreation & kitchen facilities. If anyone is brave enough there are even moorings out in front. But don't delay making a booking if you are planning to come. This is a very popular venue at all times of the year, and the best sites overlooking the water get taken very quickly. More information in this newsletter.

In September/October we have the River Murray cruise with the Riverland Cruising Club and our opening of the season barbecue combined with the AGM at the Studley Park Boathouse on the Yarra. This year our Christmas function will

be a lunch at Andrew and Amanda's new home at Maldon. Looking at 2015, we are into the planning stages of an extended cruise to the Coffin Bay area in South Australia in March or April and finally, Cruise Director Geoff Peplar and Joan Rockliff have just completed a reconnaissance of the Glenelg River with a view to a future cruise.

See further details of these activities in this newsletter.

Your committee is also colour printing of the newsletter with a once a year "Trade Page" where sponsors may promote their businesses for a small fee. This initiative may offset some of the newsletter printing costs.

That's enough activity for now! Hope to see as many members as possible on the water at the Gippsland Lakes over Easter.

## CRUISE REPORT GIPPSLAND LAKES CHRISTMAS CRUISE DECEMBER, 2013

### From Joan Rockliff

#### Participating Vessels:

*Katrina, Crème Caramel, Merlin, Pirouette Panacea, Wanton,, Sea Goose, Trilby, Therapy, Small Change, Take It Easy, Scott Free, Sea Dove*

The cruise commenced on Saturday 28<sup>th</sup> December with a 1000hrs briefing at Paynesville for the crews of Merlin, Panacea and Take It Easy. Panacea decided to remain in Paynesville for "R & R" whilst Merlin and Take It Easy agreed to head to Bairnsdale. The river trip is very scenic, the wharf location is quiet and convenient, a fresh food market is nearby and showers and water are available at the local caravan park. In bright sunshine, hot temperatures, and light wind the boats crossed Lake King, entered the Mitchell River and following a lunch stop and swim adjacent to the cliffs at Eagle Point, tied to the wharf at Bairnsdale. Later there was proof indeed this was a satisfactory destination as not long after happy hour a very gusty southwesterly wind change arrived with the wharf providing a safe mooring. It was to eventuate that this southwest wind change would be the first of many to arrive over the cruise period. The following day was still quite windy so the crews had a relaxed morning and in the afternoon visited the local cinema to see the film "Frozen", and then strolled back through town to the boats.

Take It Easy and Merlin wanted to be back in plenty of time to secure a berth for New Years Eve and meet with BTYC boats intending to join the cruise. Passage was made to Paynesville on Monday in a light southeasterly sea breeze. The two boats tied up at the Fisherman's Wharf Restaurant jetty then contacted and signed on BTYC vessels that had arrived.

Tuesday was New Years Eve, the day was spent in Paynesville and in the evening the BTYC crews enjoyed a self catered BBQ

(thanks to Dave and Sue Morrissey and visitor Peter Donaldson for use of their hotplates) before attending fireworks displays at 2130hrs and midnight. The event had a good atmosphere, a band played and a large crowd witnessed a great spectacle from the Esplanade foreshore vantage point, enhanced by the lights of many boats anchored offshore.

Clive Aikman had booked lunch tables at the Mariners Club for the group on New Years Day, and John and Ros Prins, Norm and Annette Munns and life member Vicki Bailey attended also. Afterwards, seven of the now twelve boat fleet headed off in a 15-20 knot nor/nor east wind to Chinaman's Creek whilst the others elected to remain in Paynesville. One BTYC boat was at Flagstaff jetty. Arriving off the beach, Panacea had some difficulty and had a line rowed ashore by Joan R. and John in a commandeered dinghy. Later happy hour was held on the beach. Following an overnight weather change the wind was a 15-20 knot southwesterly on Thursday, therefore a lay day was declared and Metung village was visited during the day for shopping, lunch at the pub, etc.



*New Years day at the Mariners Club*

Friday 3<sup>rd</sup> January most vessels made passage from Chinaman's Creek in a light wind to Lakes Entrance whilst Panacea returned to Paynesville. Some boats travelled via Barrier Landing to ascertain if this jetty was very busy (it was not). The others navigated The Narrows. The flood stream in Reeve Channel was quite strong and the beach at Bullock Island was completely submerged near the top of the tide. The club boats moored up to the northeast side of the Post Office jetty and during the next few hours, members of the fleet that had remained at Paynesville arrived. The group now numbered ten vessels at Lakes Entrance with one BTYC boat remaining at Flagstaff jetty. That night another southwest wind change arrived with a strong wind warning. The next day, after greeting Graham and Joan whom had walked from Flagstaff to say hello, crews visited town for laundry, coffees, retail therapy, etc. and in the afternoon the local cinema for a screening of "The Secret Life Of Walter Mitty". It was pleasant to be inside the cinema and out of the strong and cool southwest wind.



Following the film screening the group attempted to find a venue for dinner that could accommodate them but were unsuccessful and separated. News had been received during the afternoon of a fire burning towards Ocean Grange and the group could smell smoke when they emerged from the cinema, but fortunately, ultimately the fire did not reach the Grange.

On Sunday morning the wind was light. Trilby and Crème Caramel returned to Paynesville and five boats made passage back to Chinaman's Creek, all managing to moor on the jetty. The other vessels remained at Lakes Entrance. At Chinaman's Creek Jenny and Gary Prescott visited for happy hour, and later a progressive dinner was held without much progressing! Merlin did break a record, however, with eleven people on board and Andrew and Kristine provided Tia Maria Egg Nog that proved a popular talking point. For example, is the egg mixed into the nog or vice versa? During the evening another southwest wind change roared across the Lakes with reports of winds up to 50 knots, and a light rain shower (for a time a complete rainbow was visible from the jetty).



*Three men in a tub at Chinamans Creek*

The wind eased overnight but increased in the morning along with 30knot gusts (estimated) so no boating movements were again the order of the day. A table was booked at the Metung pub and a pleasant lunch enjoyed, but where was the summer and when would the weather settle?

Tuesday 7<sup>th</sup> January the southwest wind eased and trended south, the boats left Chinaman's Creek and headed for Paynesville and after resupply etc. some pressed on to Duck Arm. By nightfall ten BTYC vessels were present at Duck Arm, though not all were part of the official cruise. Following greetings and happy hour, a still night followed. The morning of Wednesday 8<sup>th</sup> marked the completion of the cruise so all of the cruising fleet were signed off via radio, telephone or in person.

In summary, the event was very successful, even though the weather had not been ideal and had at times resulted in the fleet becoming fragmented, but that's early summer on the Victorian coast! As a point of interest it was generally agreed the Christmas/New Year period on the Lakes did not seem as busy as previous years. Thanks to all who attended and made the cruise memorable with the socializing and camaraderie.

**Post Script:** Several vessels remained on the Lakes for a few days after the official cruise finish and eventually did enjoy far more settled and hot weather.

## TWO OLD SEA DOGS AT THIS SEASON'S OPENING BARBECUE



## NEW CLUB MEMBERS

Welcome to our new club members.

Peter and Anne Lyons from Portland have recently joined BTYC and sail *Breakaway*, a Magnum 8.5. They hail from Portland and have further to travel to some of the sailing areas than most of us. Peter says that the offshore sailing around Portland is pretty interesting at times in a trailer sailer.

Martin and Densie Jones have spent many years sailing the waters of Westernport Bay with their Noelex 25 *Grass Hopper* as active members of the Hastings yacht Club. Martin has sailed frequently with some of our club members in the past.

We look forward to seeing our new members on some club sails and club functions in the near future.

## SOME THOUGHTS ON MOORING AND TYING UP

### From Kenton Lillecrapp

Over the years I have watched people mooring their boats both locally and overseas, and whilst some are well prepared and make the whole operation look easy, many turn what should be easy into a big uncontrolled and potentially unsafe drama.

It never ceases to amaze me that experienced yachties will motor in to a beach or a bank or jetty with nothing prepared for securing the boat and the wind about to blow the their boat into or across the bow of the next boat.

Oh. And while I am at it, have you ever heard the person on the bow and the helmsperson trying to shout to each other over the noise of the motor at this critical time? ("OK, drop the anchor." "What" "Quick. Drop the anchor now." "I can't hear you." "Drop the ~~!#\$%~~ anchor now!!") Set up some clear and unambiguous hand signals for each to follow.

A key thing each time, whether anchoring, coming into a beach or jetty or coming alongside another boat is for the skipper to talk through the entire process with the crew before actually doing it. Arrange signals and even discuss potential problems and proposed abortive action if things go wrong.

Here are some thoughts on the process:

### 1. Equipment

- Main anchor
- Stern anchor
- Long lines for stern to shore
- Pegs (I like steel not plastic) and a mash hammer
- Long rope (30 or 40 metres)
- Plank/fender board/ladder
- Fenders
- Old life jacket (for putting between bow & bank)

### 2. Mooring - bow in to a bank

This is the simplest method.

- Preparation:
  - Have stern ropes tied on and carried forward to the bow ready to throw.
  - Have the stern anchor ready if this is going to be used.
  - Have pegs (generally 3) and hammer ready.
  - Keel partly up (& maybe rudder too)
  - Hand signals agreed with crew.
- Process
  - Motor slowly in at right angles to the bank or beach
  - Person at the bow can step off with the bow rope, or if there are helpers, throw the bow rope to them.
  - The key thing here, particularly if there is any cross wind, is to quickly secure the two stern ropes at a good angle back to the steel pegs or to some other fixed object.
  - A variation on this is to lay a stern anchor about 30 metres or so out as you motor in.
  - Or drop the bow anchor on the way in at about the same distance. Once bow into the bank or beach, carry the anchor rope back to the stern and tie it off. Beware tangling the anchor rope in the propeller.
  - An advantage of having a stern anchor is that you can tension up the anchor so that the bow does not quite touch the bank.
  - For added stability, particularly in a cross wind, use the two stern lines as well.
  - If the bow is hard into the bank and in danger of bashing with every powerboat that passes, I carry an old life jacket to put between the bank and the bow.



### 3. Mooring - stern into beach or bank.

Not as easy to do as it takes a bit of quick coordination at the end but being able to step on and off from the cockpit is a real bonus.

- Preparation:
  - Anchor on bow ready to lay.
  - Stern ropes on and ready to throw.
  - Pegs and hammer ready.

- Keel half up.
- Rudder & motor ready to raise quickly.
- Hand signals agreed with crew.
- Process
  - Turn outwards from your chosen spot on the beach or bank. Stop about 50 metres or so from the shore.
  - Commence motoring slowly backwards.
  - At around 30 or so metres out signal to the bow person to lay the anchor. They must continue to watch to make sure it pays out cleanly and also possibly act as a brake at the last minute if needed.
  - Making sure that you still have enough momentum, in the last 6 or 7 metres raise both rudder and motor.
  - Throw one stern line to the shore (the trick is not to be first in so that there is someone to throw to!)
  - Jump off immediately with peg and hammer and secure the stern line. The bow person takes up some tension on the anchor rope and ties off.
  - Set the other stern line and as a final refinement, particularly if there is a threat of a cross wind, run a couple of lines from the bow at an angle back to the shore.



### 4. Tying up alongside (generally against a jetty but could be another boat)

- Preparation:
  - Bow and stern ropes attached ready to use.
  - Fenders on chosen side.
  - Fender board ready if necessary.
  - Hand signals agreed with crew.
- Process
  - Motor in slowly against the wind (& tide) so that by the time you are close, you are a few degrees off parallel (obvious).
  - You should be able to place the bow in a virtually stopped position nearly, but not quite touching the jetty so that the bow person only has to step off and secure the bow line.
  - The stern line can then be thrown and secured.

- (Accept the inevitable – if the helmsman has misjudged and a crash is going to happen, don't try to prevent it by putting arms, legs or fingers in the way. Much better to have a big unattached fender close at hand, or better still, a third person with a "roving fender". Otherwise, just let the inevitable happen! Fibreglass can be mended.)
- If stopping for longer than a quick lunch, set spring lines or "springers" so that the fore and aft movement of the boat is restricted.
- Spring lines become more important than the fore and aft lines if there is much rise and fall of tide.



### 5. Leaving a jetty when there is no manoeuvre room or a wind blowing you on.

- Bow springer
  - Untie all ropes except a bow springer.
  - Take the bow springer back to a cleat or post on the jetty about half way along the boat. A crew person on the boat holds this rope ready to release.
  - Tie a large fender a metre or so back from the bow (depends on the size of the boat).
  - Helmsman motors forward against the springer tension.
  - As the tension comes on the springer the bow pivots on the fender and swings into the jetty. The stern swings out.
  - The helmsman engages reverse and motors off and at the same time the crew person releases the springer. (Important - retrieve springer immediately or it may go into the propeller when the boat goes forward).
  - Once steered well clear in reverse, helmsman engages forward.
- Throwing a rope
  - This is easy when it is done right.

- Don't try to throw a big coil of rope to somebody and expect it do more than go a couple of metres in a big tangled mess.
- Divide the rope into two separate coils. The coil to be thrown will be in the throwing hand (obvious) and the second half in the other hand. This end should be tied off before throwing.



*Throwing coil in left hand in this photo – a southpaw.*

- Throw the first half of the coil and let the second half feed out from the other hand.



*As the rope unravels from the throw, the non throwing hand can let out more line.*

## 7. To Summarise

- Talk through what is going to happen, each person's job, expectations and alternatives.
- Discuss hand signals.
- Prepare all ropes, fenders and anchor well before.
- Have pegs and big hammer ready.
- Be ready to raise keel, rudder and motor.



## CRUISE REPORT AUSTRALIA DAY WEEKEND JANUARY 25 to JANUARY 27, 2014

From Dave and Sue Morrissey,

### Participating Vessels:

*Spiders Web, Pirouette, Therapy, Trilby*

I was acutely aware of the wind in the rigging and the boat shaking as I lay in my small but comfortable sleeping compartment not wanting to venture outside. The phone rang. It was Pirouette's captain. Joan was ringing to enquire into the plans for the day. I said *It's only 9 am and we're still on the trailers*. Joan suggested we call a lay day and we agreed to meet up during the day at the yacht club.

We found Pirouette tugging heavily at her mooring lines and went aboard for the customary cuppa. The wind was much stronger here than at the King St ramp car park. We agreed to go our own ways on Sunday morning and eventually meet up at the top end of Duck Arm in the afternoon.

Sunday morning was beautiful, warm with no clouds; but no wind either! We launched along with Spiders Web and motored out to find some wind. It was then that we noticed that our wind indicator was missing, probably eaten by a cocky

as the remains were somewhat chewed. Therapy headed down the lake but as the wind was picking up decided not to go down too far and dropped anchor for lunch, which ended up turning into a nanna nap as well. We eventually reached the mooring site later in the afternoon to find Spiders Web & Pirouette ready to start happy hour, which then extended into a communal BBQ tea and an early night.

Trilby finally turned up on Monday morning so it was time for another cuppa before Spiders Web departed ahead of the heat and the wind. After lunch, a swim was necessary to beat off the heat so we walked over to Mason Cove, a beautiful little beach, almost deserted and well hidden from the lake. Therapy departed about 6 pm for the ramp followed a bit later by Trilby leaving Pirouette to enjoy the remains of a pleasant weekend.

After a less than perfect recovery of Trilby, Don will now be advising of the virtues of checking your trailer winch rope after several breakages.

## QUEENSCLIFF MUSIC FESTIVAL November 23 to November 25 2013

From Tony and Gaye Pitt

Nine separate venues, some unique settings, top musicians and a well appointed new marina make the Queenscliff music festival a wonderful venue for anybody who enjoys live music or boating. We love both!

Sapphire set out for Queenscliff from the opposite side of the bay, launching at Martha Cove on the Friday morning and sailing into the harbour and new marina with a slack tide at around 1700 hours. The crew will maintain that the sailing wasn't that good (she doesn't like the slop on port Phillip Bay) but the crossing was uneventful with a few good sailing moments. The music however was very eventful and very memorable.

The Blues Train has to be one of the most unique music venues in Australia. During the festival it leaves every hour and has a change of artists every 2 hours. There's something special about sitting in the goods carriage on this train listening to a bit a bluegrass guitar or to some real Dixie style jazz. Channelling Woody Guthrie?

The Queenscliff music festival has an emphasis on rock and roll and there were some top line performers there for the weekend. We went and listened to the John Butler Trio for a while and were suitably impressed. Less impressive was Spider Bait who just seemed to make a lot of noise in comparison.

Our most memorable musical group were the Capella singers who sang without any amplification in a church building. They were an all female group and the harmonies they developed and the use of different voices to promote depth to the music

was just wonderful to listen to. We also really enjoyed some female vocalists singing French folk songs and some musicians from Arnhem Land singing and dancing in the style of Yothu Yindi. There was always something interesting on, no matter what your musical taste is, and it was sometimes difficult to decide to which venue we should go .

The festival is all weekend and you can buy either a weekend pass or day passes. You can't buy tickets for individual performances. We elected to buy the weekend pass and would listen to selected performers for a few hours and then just go and chill out on the waterfront in one of five harbourside cafes in the new marina. Very relaxing.

According to the crew the sail back was every bit as bad as the sail across (she really doesn't like the bay) and says that next year she'll drive around and meet the boat at the Queenscliff. So it might be a single handed crossing later this year, because Sapphire is going again in 2014. Anybody want to come?

So if you like sailing and music, this weekend combines both. The Festival will be on November 27, 28 and 29 in 2014. Sapphire will depart again from Mt Martha on Friday 27 and return on Monday 30. It is usually necessary to book at the marina by July or August to make certain that you have a berth, so if you wish to be part of the Festival in 2014 with live aboard quarters in the marina, it isn't too early to start the booking process..

## TRADE PAGE ADVERTISING

A trade page is planned for the next edition of our newsletter. The trade page will consist of display advertisements for businesses who wish to promote their services and want to provide quick and *easy-to-find* contact details to our club members. Your committee will be approaching a number of businesses over the next few weeks to determine the level of response. It is intended that the trade page may become a regular annual feature in our newsletter.

The committee offer the opportunity to any club members who wish to promote their business on the trade page. There will obviously be a dominant nautical theme to the trade page, but that doesn't preclude any other business from providing similar *easy-to-find* details of their business and what they services they offer, and club members may wish to do this. Trade page advertisements will be at a cost of \$50 and advertisers will need to provide the artwork, either in black and white or colour. The artwork needs to be legible at a printed size of width 6 cm and height 5.5 cm. It can be supplied as a pdf or as a jpeg file, or as hard copy. Enquiries should be directed to Tony Pitt on tony.agchall@hotmail.net.au or ring 5623 4788.

## BAYSIDERS COCKPIT

Our computer savvy website manager, Edwin Flynn has expanded the on-line options for BTYC members by setting up the *Baysiders Cockpit*.

Twelve members have already decided to participate in this initiative. It is a basically an informal chat room where members can exchange thoughts and ideas and share them with others. Lots of interesting information. On the next page is a snapshot of Baysiders Cockpit showing the current activity on the site.

To participate you will need an existing Facebook account. Then while in Facebook, search for Bayside Trailable Yacht Club and then make a request to be allowed on. The site manager (EDWIn) then just approves that you are now part of the group discussions when and wherever they may occur.

## COOKING UP A STORM

**Tried and Proven Baysider Recipes for Preparing Amazing Dishes with a Bare Minimum of Ingredients and a Bare Minimum of Space**

From Robyn Loh

If you have a boat BBQ you can cook delicious pizzas very easily.

It helps if you have a heat diffuser or a holed tray to prevent the bases burning. The diffusers can be purchased at camping shops. We bought one in Lakes Entrance for about \$15.

Using pitta bread as your base, spread with either tomato or pesto paste and top with whatever you fancy. You could add salami, onion, corn, thinly sliced vegetables or any of your favourite pizza toppings finishing with mozzarella cheese.

The BBQ needs to be very hot (about 10 beads will do) and the pizzas only take a very short time to cook. You need to keep an eye on them to prevent burning. They are so easy and so tasty. They are one of our favourite meals on board Serenata.

**Members to Note: This is your column. I continue to look for lots of contributions of your favourite dishes that you make at sea.**  
Editor

**Baysider's Cockpit** [Search] [Home] [Find Friends] [Edwin] [Settings]

**Edwin Flynn**  
Edit Profile

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 Baysider's Cockpit  
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Write something...

**Peter Williams**  
 This morning saw what a Noelex looks like when the keel falls out. Not us. Happened to be near and assist. Fortunately Gippsland Ports has a large travel lift to lift NX on to a cradle for repairs. We are now at Grange.  
 Like · Comment · March 14 at 4:36pm near Raymond Island  
 Margaret Tripp, AnnBrian Enno and Sylvio Belcourt like this. Seen by 12

About 15 members  
 Closed Group  
 As a member of the BTYC you can now keep in touch with other baysiders on this exclusive chat channel. Visit <http://www.baysidetrailableyachtclub.com/>  
 15 members · Message · Invite by Email  
 + Add People to Group  
 Tag:  
 Sailing (Rod Stewart song)

# PHOTO COMPETITION



Where was this photo taken from and what was the date?

Entries can be emailed to the editors mailbag [editor.btyc@gmail.com](mailto:editor.btyc@gmail.com) or can you post your ideas on the *Baysiders Cockpit*.

# *Notice of Cruise*

## *Easter Cruise*

### *Gippsland Lakes*

## **FOUR DAY CRUISE**

**Friday April 18, 2014 till Monday 21 April, 2014**

Cruise Coordinator      Kenton Lillecrapp **M: 0418 422099** or Email: [klillecrpp@gmail.com](mailto:klillecrpp@gmail.com).

This will be a 4 day cruise on the Gippsland lakes and the destination will depend on forecasted wind direction and strength. A final decision on destinations will most likely be delayed until the day before the cruise is scheduled to commence. However the first night of the cruise (Friday night) will most likely be spent at either Duck Arm or Picnic Arm.

Please advise Kenton well in advance if you are planning to participate in this cruise. The Lakes can be a busy place over Easter and it will be important to have some idea of the number of participating vessels so that the cruise coordinator can plan the various sails and destinations in a way that gives us enough room for all vessels at the stopover anchorages and does not impact too much on others.

**Cruise briefing will be at 9.30 am on Friday April 18 on the lawn area at Paynesville opposite the newsagency.**

For those skippers who are unable to make the briefing, please make sure that you contact the cruise coordinator within a reasonable time (an hour or so) after the briefing to check on final arrangements. Then make radio contact once on the water.

For those who intend to arrive on Thursday or earlier, come and enjoy an informal counter meal at the Old Pub at Paynesville. 7.00 pm at the Bistro.

There will no doubt be some club boats choosing to stay on for a few days after the cruise and possibly some boats that will arrive early and examine the waterways for a day or more before this four day cruise commences. If you wish to make contact and identify whether any other club boats are nearby, this can usually be done successfully through a general call VHF or on 27 megahertz marine radio for any *Baysiders on the Lakes*, but please switch to a non emergency channel once initial call contact has been made.

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

- Advise the cruise coordinator of the intent to participate in the cruise.
- The 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 the cruise early.

## *Notice of Cruise Murray River*

### **LONG DISTANCE CRUISE**

#### **PRELIMINARY NOTICE**

**Saturday September 27, 2014 till Monday October 6, 2014**

Cruise Coordinator Geoff Peplar **M:0427 275 632** or Email: [joanrockliff@dcsi.net.au](mailto:joanrockliff@dcsi.net.au).

As programmed in the BTYC Season 2013/2014 cruise calendar a long distance cruise is to be held in conjunction with the Riverland Cruising Boat Club (RCBC) on the waters of the Murray River. The plan would see vessels head upstream from Renmark, South Australia, with daily runs of approximately 30-40 km and several locks to be negotiated along the route. There will be some lay days. The fleet will be varied; houseboats, cabin cruisers, trailer sailers, pontoon boats and tinnies. For trailer sailers the cruise will be mast down, but an awning set up over the cockpit for sun/rain protection is suggested. Cars and trailers can be left in a secure area near the start point with bus transport arranged to return to them from the finish point. Overnight stops will be in scenic locations along the river; refueling arrangements and an ablutions trailer will be available. Some nights are self catered whilst others are fully catered. Games afternoon and other functions such as a Red Faces Concert, fancy dress dinner and charity auction may be conducted. Please note the RCBC will require BTYC boats to join their club (membership fee TBA).

**The exact start and finish sites are not yet determined. Full details are expected to be available in July as river flows and levels need to be taken into account.**

Please make contact with Geoff Peplar (**0427 275 632** or Email: [joanrockliff@dcsi.net.au](mailto:joanrockliff@dcsi.net.au)).

## *Notice of Cruise COFFIN BAY, EYRE PENINSULA*

### **LONG DISTANCE CRUISE**

#### **PRELIMINARY NOTICE**

**March or April 2015**

The second long distance cruise for 2013/14 is now being held over to 2015 and will be on the waters of Coffin Bay. The actual start/finish dates have not been finalized, and the cruise director is currently examining school holiday dates for Victoria and South Australia. The provisional cruise plan is to launch at Coffin Bay Township with cars and trailers left adjacent to the yacht club. Places visited would include Kellide Bay, Mount Dutton Bay, Port Douglas, Point Longnose and a day sortie into Coffin Bay proper to visit the vicinity of Point Sir Isaac. Tidal range is approximately one meter, and it is envisaged yacht tenders be carried. Prevailing winds are south and south easterly at that time of year and moderate temperatures expected. Vessel resupply is available only at Coffin Bay Township.

Exploring this waterway and anchorages promises to be fantastic, with high sand dunes on Coffin Bay Peninsula National Park, crystal clear water, plenty of wildlife, and picturesque scenery. Several BTYC member boats have visited this area in the past and speak very highly of the experience.

**Charts/guides:** "Aus121 Blanche Port" and Boating Industry Association of South Australia "South Australia's Waters, an Atlas and Guide"

**For further information / queries and to express interest, please contact BTYC cruise coordinator Geoff Peplar, M:0427 275 632 or Email: [joanrockliff@dcsi.net.au](mailto:joanrockliff@dcsi.net.au).**

