

Bayside Trailable Yacht Club

NEWSLETTER

January - March 2012

<http://www.baysidetrailableyachtclub.com>



Your Committee

Commodore's Welcome

Hello Baysiders,

Have you noticed? The nights are becoming longer. The days are becoming shorter. The mornings are a little cooler and the first autumn leaves are starting to appear.

Yes we are just entering that glorious time of the year when the weather settles down, the temperatures are neither one extreme nor the other and the winds are at their most predictable. Great weather for sailing.

As I write this we are preparing for the March long weekend on the water, both on Westernport and at the Gippsland Lakes.

Temperatures will be in the low to mid 20s, winds about 15 knots & maybe a little drizzle on Saturday. Perfect for a lovely sail to one of the many destinations and then settling in to a happy hour in a sheltered spot with a glass of red and friends in the cool of the evening. The only thing better will be repeating it all again at the Gippsland Lakes over the Easter break!



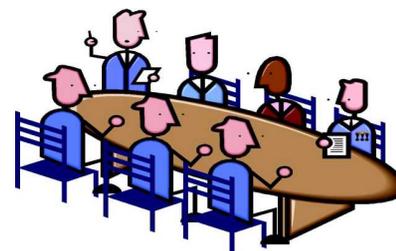
But that's not all. The good weather continues into April with our cruise to Docklands and a dinner in a cozy restaurant on the waterfront and then our safety weekend on the Pondage in May.

Autumn sailing is great and the Baysiders' Autumn sailing is even better, so come and join us on the water before the Winter blues!

Kenton Lillecrapp
Commodore

The Members' List.

You will find a member's list attached to your email. Please check your entry and if it needs to be updated please contact the Membership Secretary, David Morrissey by email or telephone.



Commodore	Kenton Lillecrapp	03 9836 6824
Past C'dore	John Prins	03 9755 1666
Secretary	Phil Gooding & Yolanda Cruz	03 9459 1826
Treasurer	Joan Rockliff	03 5976 4165
Cruise Director	Jeffrey Peplar	03 5976 4165
Membership		
Secretary	David Morrissey	03 9740 7568
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Newsletter Editor	Edwin Flynn	03 9744 5593
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**THIS NOTICE APPLIES TO ALL ADVERTISED CRUISES
IMPORTANT PLEASE NOTE
SKIPPER'S RESPONSIBILITIES**

IT IS THE RESPONSIBILITY OF ALL SKIPPERS TO:

ADVISE THE CRUISE COORDINATOR OF THEIR INTENTION TO PARTICIPATE BY PHONE NO LATER THAN THE THURSDAY NIGHT BEFORE THE EVENT.

IF YOU ARE UNABLE TO ATTEND, PLEASE CONTACT THE CRUISE COORDINATOR AGAIN.

IT IS THE RESPONSIBILITY OF ALL SKIPPER'S TO ENSURE THEIR VESSEL COMPLIES WITH ALL RELEVANT LEGAL AND SAFETY 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.



**The Cruising Calendar
for 2011/2012 has been amended**

You will find the amended cruising calendar on our website.

Go to <http://www.baysidetraillableyachtclub.com/cruising-calendar.php>. You can download it from the site to your smart phone or you can print it.

Westernport Sail 26/11/11

By Ron & Carol Haigh

Participants:

Ian and Lesley Clapperton Crème' Caramel;
Joan Rockliff and Geoff Peplar Take it easy;
Ron and Carol Haigh Diamonds Are Forever.

Carol and I arrived at Hastings on late Friday afternoon to find Ian Clapperton already rigging his boat in the carpark. We got ourselves organised while Ian went out to test his new mainsail and quick retrieval system. Ian said that it was very good, but needed some refinements. (Sounds a bit like me!)

The forecast for the weekend was lousy, but changing every few hours so we rigged for the rain and then went for fish and chips. Ian went home to promote the Saturday sailing event to Lesley.

Saturday morning 6 of us met near the marina cafe. The forecast was for total confusion so we decided to ease back for a while and meet at the Hastings Yacht Club pontoons around lunchtime. At this time the trimaran, trailersailers and keelboats were heading out for racing but we decided to hold off and watch the sky. It didn't take long for the first batch of lightning and thunder to make us decide to stay right where we were. During the afternoon in the comfort of the HYC clubrooms, we were watching the varying conditions and listening to banter from the racing group when a voice burst over the radio "woman overboard; 30 knots; 2.5m sea; driving rain. We are having trouble keeping track of her!! Oh good here comes "With Teeth". He is near her and heading straight for her. He missed her and is going around again.

The lady involved was picked up and later told how she had been at the stern end of a trimaran pontoon rethreading a block. The tri was doing 12 knots under spinnaker. She stood up to return but the new trendy deck shoes lost grip and she slipped off the transom without the knowledge of the 2 other crew members. To the relief of all she arrived back at the clubrooms safely but wondering what all the fuss was about. It seems that she didn't even bother to inflate her life jacket because she was a very good swimmer. She was more concerned that 2 boats didn't get to finish the race.

Joan and Geoff were obviously enthralled in their boat improvement plans because they were locked up in their boat all afternoon and missed the excitement. When they finally surfaced we all went to the Mariner Bar for dinner and enjoyed a warm pleasant night there.

Sunday morning the weather improved but was still dubious. Carol and I left around midday but later found that Ian had been out for a very pleasant sail to Yaringa and back.

Looking forward to next time and especially the lakes at Christmas.

Ron Haigh



Notice of General Meeting

General Meeting Friday 23 March 2012 at 8 pm.

Location: Mordialloc Sailing Club

Rumours and Inuandoes Corner

For those that may be interested, after the Christmas Sail at the Lakes, Brian E.... (name withheld for modesty purposes) finally discovered how to separate the porta potti sections. So members be aware that Brian is no longer a porta pottie virgin. Ahem! We can't mention where the contents went.



Please be aware this is a very clean rag; but we are not beyond printing a bit of dirt, if it comes our way. So be a devil and send us the gossip. Needless to say, your intrepid editor will use his prerogative, loosley, when considering stories to this section.

For Sale - Outboard Motor

A Honda Outboard 4 Stroke
 Honda 8 HP 4 Stroke Outboard Motor
 Model BF8A -1998 short shaft
 in good running order, also has high thrust prop, & 12 volt charging kit.
 Comes with all castings to convert to long shaft leg, a 13 litre plastic tank, and a water flusher fitting.
 \$ 900.00 Come and hear it running
 Ph Gerald : 0407 821 720

This is me, your editor, with my toupe' on, doing some heavy thinking. You can send me articles by email: [edi tor. btyc@gmail . com](mailto:editor.btyc@gmail.com)



Annual Cruising Participation Award - Geof Peplar

Your committee has constructed an exciting cruise program for the 2011/2012 cruising season. We have allowed for plenty of cruises for boats kept around the Bays or on the Lakes, and believe the cruise venues will be interesting and will provide lots of fun for the participants!

Cruise participant prize

A feature of the season is the addition of the "Cruise participant prize". Every cruise you attend, and provided you have signed on and off with the cruise co-ordinator, your vessel's name will go into a draw which will be conducted at the AGM in July. The prize will be above the value of your yearly membership! Remember, the more you cruise the greater the chance of winning!

Your committee has decided a little more emphasis on training ought to be carried out on the Pondage weekend, so an interesting program will be put together. Future committee meetings will discuss the destination for the annual Long distance cruise, any thoughts would be appreciated.

Happy & Safe cruising,
 Geoff - Take It Easy

CRUISE REPORT JAN 2012 and Perry River Cruise (BY Ian Clapperton)

How do you sleep six people on a TS? Read on and all will be revealed.

Lesley and I have five granddaughters and I was sure that at least some of them would have fun on a cruise at the Lakes. Five kids and two adults was not going to work so other arrangements had to be made. That's how we ended up with my son Bruce (a sailor from way back), two of his, and two of my daughter Jill's children on board. Oh, and me!

The plan was hatched some months back. After Christmas all the grandkids would be attending a music camp in Frankston for a few days – they are all into singing and dancing – and since they don't live anywhere near Frankston, where better to stay than at the beach house (ie our place)? Of course, it gets a little complicated when at various times their parents stayed here too. And the five relatives from the US !!!..... But right after the music camp there would be a few days when Bruce and I and the four girls could escape to the Lakes.

Long before the plans were finalised, Lesley received an email from one of the girls asking if Nana could make her a sailor suit for the trip as she had always wanted one. Nana could not resist this request, especially as a pattern for a suit was attached to the email! One thing led to another and soon four sailor suits were in production. And the hats were ordered on eBay, as were the labels "Made with love by Nana". Why do things by halves? When there was a spare moment, we taught them all how to coil and throw a rope and how to tie reef knots, figure-eight, bowlines and round turn and two half hitches. And they learnt the phonetic alphabet at the dinner table.

The day arrived to set off for the Lakes. Two large vehicles were needed even though the instructions were to take only one bag each. And pillows, and sleeping bags. Then there were the mountains of food and drinks, PFDs, etc etc. The dinghy takes up a lot of room, too.

The plan was for me to arrive first and have the boat ready for the mob when they arrived. It didn't quite work out that way so they had time to get the dinghy inflated while I finished rigging.

Eventually we had everything on board and we headed for a suitable beach – Duck Arm. Here conditions were perfect, with little evidence of the dreaded algae. There was a large catamaran at the beach that had sailed from Sydney and on board was another girl of just the right age. Soon our lot could be seen exploring all over the luxury cat. A little further along the beach was another TS with two kids on board so soon the seven youngsters had all teamed up for D and Ms on the sand. Duck Arm was also the perfect spot to practise rowing straight in the dinghy.

Over the next few days, we met Small Change and Wanton. We went to Steamer Landing (the algae was thick in the morning), Rotamah Island, Sperm Whale Head, Metung, Lakes Entrance, Flagstaff Jetty to see the entrance, Barrier Landing and back to the favourite spot, Duck Arm for the last night. The kids swam in the clear waters at Flagstaff and Barrier and found all the geocaches I had planted around the Lakes over Christmas. (They are still there, the coordinates are on TSP).

I nearly forgot – How do you manage with six on board? The two little ones claimed the v-berth and it also had luggage stored in it during the day. The older two slept on the double which is made up on the sink side. The two poor six foot adults had to sleep head to toe along the starboard side. "Sleep" is probably an exaggeration as the accommodation there is marginal. The young crew soon learnt to perform useful tasks as the captain barked his orders. They all became experts at heaving a line to someone on the jetty; they tied fenders to the lifelines and fastened mooring lines to posts. They learnt the cardinal marks and what those red and green signs mean. They know what "trim ship" and "ready about" mean and they even heard the coast guard using phonetics. The older two could drop the main and jib using the downhulls. At the end of the trip they could all steer the boat, even by the jib tell-tales. And it is really useful to have crew available to put "fifty turns up on the keel" as we approached the shallows.

All too soon it was time for the crew to head home but I wished we had more time available together. All was not lost though as Wanton was still about and all his crew had by then gone home too. Wanton and Crème Caramel decided to head for Loch Sport but we had not even rounded Point Turner when we were hit by a fierce wind that had us scurrying back into Paynesville. Next day was reasonable so we tried again to go west. Reaching Loch Sport in good time, we changed our plans and continued on to Hollands Landing and then to Plover Point on the shores of Lake Wellington. We stayed there the night and in the morning had a glorious sail to the picturesque Perry River where we had lunch before heading back to Plover.

Leaving Plover next morning, we had pleasant weather at first but on passing Hollands Landing it started to rain and it became quite windy. With the rain came poor visibility, ..(Cont'd next page)

Photo: Crème Caramel towing dinghy.



Photo: Crème Caramel and Wanton at Plover Point.
Photo Ed. Flynn



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so much so that we soon lost sight of land in any direction and for a time we could not even see each other's boats.

Two things happened to me on the way. Out of the mist came a powerboat, circled around me and then came close. I thought they may have been going to ask for directions, but no, a voice called "I've seen you on Youtube"! A little further along, and sailing fairly fast, there was an ominous sound of chain rattling followed by silence. I dashed forward to find that the shock cord keeping the anchor steady on the bow fitting had given way and released the anchor. Very luckily the shackle joining the chain to the rope had caught on the bow fitting instead of letting it all go, and so saved the boat from a dramatic sudden halt.

It was a long and exhausting day's sail back to Paynesville where we were greeted by Mel and Margaret who had Scott Free on a pontoon near the yacht club.

Ian

Crème Caramel

Photo: Creme'Caramel and
Wanton at Perry River.
Photo: Ed Flynn



Photo: Large eel visiting us at
Plover Point
Photo: Ed Flynn

Notice - New email addresses

To enable consistent email addresses to certain club officers the following new email addresses have been created. Please add them to your contact list for future reference:

The Secretary;
btycsecretary@gmail.com

The Membership Secretary:
membership.btyc@gmail.com

The Newsletter Editor

editor.btyc@gmail.com

A Message from Your Treasurer - Joan Rockliff

It is my job to remind you that the Subscription for 2011/2012 season are now overdue. Payment can be made by Post, in person or via Internet banking. It just cannot be any easier. Choose the method that suits you.

Thank you to the members who have already paid.

Option 1 - Direct Bank Deposits:

You can pay the subs. via direct deposit at any Westpac Bank. Use the bank details shown below. Please remember to send me, Joan, an email stating the amount paid, the name of the branch and the date you made the deposit. If you pay at a Westpac Bank there is not fee.

Option 2 - Internet Payment:

You may want to make the payment via your internet banking service. Again use the banking details given below. In the transaction description please write your Surname and the name of the boat. eg. Your surname.boat name. Such as Rockliff.TakeItEasy

If you use the Internet payment option please remember to send me, Joan, an email stating the amount paid, and the date you made the deposit.

BANK DETAILS:

Account Name:	Bay Side Trailable Yacht Club
Bank:	Westpac Banking Corporation
BSB	033-138
Account No.	36 -8458

Option 3 - Postal or Money Order or Personal Cheque

Made payable to Bayside Trailable Yacht Club

Post to :-

The Treasure4

Joan Rockliff

Bayside Trailable Yacht Club

PO BOX 2254 SUNBURY VIC 3429



Don't forget to write your boats name in the reference on your deposit slip, so I know who has paid the subscription. You can also confirm with me that you have paid by sending an email to joan. I will then send you your Receipt Number.

Looking forward to seeing you on the water.

Joan - "Take it Easy"

Membership Secretary's Corner

Ahoy, me Hearties! Me beard is a' itching from them nasty sand flies feasting, but I can still hear me mudder gently crooning to me as she patted me little head, the night after I so innocently venturing into clouds of midgies as I be tying me dinghy to some roots, "I t's Ok luv, don't scratch your pretty little head, the itch will soon be gone Luv."

But alas enough beckoning to me past childhood adventures. You may well be inquiring what's this got to do with me job 'ear. You gotta look after yourselves. Enough of this blabber! Me message here is to beseech ye' to continue the good work ye' be doin' being good Baysiders, welcoming newly highjacked members, sharing your mozzie sprays as youse have been known to do. I knows that you be asking' "How does he come by this hear-say?" Well as me mudder told me since before cockey was an egg, "...them flies are ever present and they can pass the word real quick now. So you behave yourself or I'll know about it.." And then she'd pat me head, real gentle like and sweetley croon, with them lovely green I rish eyes a' fluttering "I knows youse 'll be good now."and so ever since then I have been wondering around the seas seeking out maties who like me had a mudder who had teached them sea manners.

"So maties - I knows that you have been good and I'll hear no arguin' this point of fact. That be final on this matter."



So I say to you, in a most genteel way, as my sweet mudder used on me, (but me eyes are not a' flutterin') if you come across any poor unfortunates who are in need of highjacking to our cause, or have a need for a bit of mozzie repellent, be a good highjacker, give 'im or 'er a spray and put 'im or 'er in touch wiv' me, Davey Morrissey, your intrepid membership secretary or . You can also send them to our web site to get them details about this here glorious club. Me contact details be found in this here rag. So I'll not bore ya with them details.

Davey (David) Morrissey
membership.btyc@gmail.com

Westernport Sail 15/03 2012
(& the rescue of a stranded keeler)
By Edwin & Helen Flynn

Participants: Kenton & Ann Lillicrapp Silk Department
 David & Sue Morrissey Therapy
 Edwin & Helen Flynn Wanton
 Ron & Ruth Attard Scallywag
 Brian & Robyn Loh Serenata
 Day visit by Ron & Carol Haigh & Paul Matthews Diamonds are Forever

As a last minute discussion with Therapy we decided to go to the Western Port Cruise rather than the Paynesville cruise this time around. We have to say that from the moment we launched Wanton the feeling of adventure set in and we could not wait for Kenton to call the next morning saying that he was on his way out to meet us at Hastings. We took on a berth at the Hastings Marina and spent Friday getting the boat ship shape for our adventuring. Kenton called us about 10 am Saturday suggesting that due to the tide we should meet at the end of the channel rather than at the coffee shop at the marina. We enthusiastically greeted his suggestion, preferring to sail out from the marina in near perfect conditions. Dave and Sue decided to remain at Hastings preferring to day sail out from the marina and return there at night. We set off under motor and at the end of the Hastings channel made contact with Silk Department to inquire about their location. We had not counted on the extra distance Silk Department had to cover coming from Yaringa Harbour, but we were happy enough to sail up and down waiting. We spotted Silk Department, or perhaps we should say they spotted us. After the usual mid water greetings Kenton told us that Scallywag and Serenata were to meet us at San Remo and as the tide is running out we should make it there in a few hours, just in time before the tide turns. So off we went. We began motor sailing at first due to the incoming tide until we left the Hastings channel and started our east ward sail towards San Remo.

Photo of Helen at the helm chasing Silk Department.



We could see Scallywag and Serenata in the distance ahead. We arrived at San Remo jetty about 3 pm the tide still running out very fast. Luckily Silk Department, Scallywag and Serenata were safely tied to the jetty. As we approached I realised that I had the wrong propeller on the boat. Lots of cavitation and no reverse certainly no control what so ever. I do not know how we managed to do it, but as we sped past Scallywag and Serenata, unable to slow the boat down, the boat began a 360 degree turn in the current. Luckily Helen threw a painter over to Kenton who was running on the jetty and he caught it first time. Almost instantly, he managed to hook the rope to a bollard and with that Wanton completed the 360 degree turn. Shaken I got off the boat and thanked my lucky stars, as there, at the end jetty, in front of us was the fly over bridge to the main pier. Had we not been caught we would have lost the mast for sure. I immediately set about installing the Solas high thrust propeller on the motor. But that was not the end of our adventure.

We discovered that there was to be a fair on the Sunday. So we all decided to remain at San Remo. People began overflowing from the fair onto the jetty and the pier. They must have thought our four yachts were part of the exhibition. We had a number of inquiries from families interested in trailer sailing and all wondered if we travelled far in out boats and how we slept and cooked on them. We invited a couple of people on board including an inquisitive little boy who we found out was on a foster care day out.

In late afternoon a big man rode his bike onto our jetty and came to say hello. We discovered he is a former police sergeant sailing his keel boat Zeta 3 a Nova 28 to Sydney for a Vietnam Veterans' reunion. His name was Peter and he told us that he had set out from Hobson's Bay and was stopping over for a bit of a rest, before proceeding to the next stage of his journey, stopping at Lakes Entrance. Due to the tides he had tied up at New Haven, but he was time limited there and preferred to come over to where we were as soon as the tide permitted.

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We offered the usual yachtie hospitality as we had our happy hour. At about 8 PM Zeta 3 cast off from New Haven and sailed across the channel to where we were at San Remo. All 4 BTYC Skippers were on the jetty ready to render assistance as Zeta 3 approached. In the semi darkness Zeta 3 misjudged the location of the sand bar just beyond the jetty and ran aground. All four of us decided to attempt a rescue. Ron and Brian got to the end of the pier first and Zeta 3's skipper Peter cast a fender with rope attached to float down to Ron, who by this stage was down the ladder ready to grab the fender as it floated by. But as water always does the fender was not running directly in a straight line to Ron. So hurriedly I grabbed my weighted line and ran up to the main pier.

Kenton threw the line out beyond the fender and as the weight sank we were able to drag the fender with line attached to Ron's extended arms. All four of use plus a local fisherman than began heaving in an attempt to free the yacht from its bog. We moved it a little but Zeta 3 weighs in excess of 3 tonnes. So the fisherman offered to bring his substantial utility onto the pier to try again. Having done that Peter on Zeta 3 cried out to stop as he felt that the strain may be too much on Zeta 3's winches. As a good yachtie Peter showed that sometimes you have to wait for the tide to work for you. The boat floated off by itself about midnight and we all were able to go to sleep.

Silk Department had to return to Yaringa and home on Monday. Scallywag, Serenata and Wanton decided to spend another night on the water at Sandy Point. We bid our goodbyes to Peter on Zeta 3 and we set off in the direction of Hastings with an incoming tide. In the gentle 2 to 3 knot wind Silk Department, Scallywag and Serenata looked splendid with their spinnakers flying in the light breeze.

We arrived at Sandy Point about 1 P.M. and we were joined by Diamonds are Forever, who'd been out for a day sail. Under Brian's and Ron guidance we set our boats on the beach, moving them to be better ready for the tide the next day. On Tuesday we left Sandy Point with the incoming tides. Because of the northerly breeze we motored all the way into the Hastings Marina.



Photo of Scallywag, Serenata and Silk Department under Spinnakers

We can honestly say that this was a terrific cruise. It had everything in it, Calm waters, Gentle Breezes, great company and adventure, with a bit of drama thrown in as well. We also met some wonderful people at the fair and on the water.

I am guessing that had we not gone on this cruise we would have missed out on an awful lot of fun.

Edwin & Helen Flynn
Wanton C22/110

A Porta Potti Tale to avoid woes! (by Edwin Flynn, Wanton C22/110)

One of the most important pieces of equipment on our small yachts is the Porta Pottie. The kids love using them, our admiral will not step on the boat unless there is a functioning porta pottie on board. And who can blame them? But emptying the pottie is not a popular pass time for any of us, so when we need to empty the pottie it needs to be done cleanly and quickly. There is nothing worst than knowing you have to empty the pottie and finding the sewerage hopper not functioning and in a shocking state. That is what happened to me on a recent cruise at the lakes. When I attempted to call the authorities on the telephone number that was printed prominently on the side of the hopper, I got through to the installer of the facility at Hastings, and he did not know who to call. The local authorities in there wisdom neglected to have their emergency maintenance telephone number to be printed on the side of the equipment. It was really not good enough. So I did a little research to find out who to call when these essential infrastructure is found to be broken or in need of urgent attention, after hours or during public holidays, which is when I am usually cruising at the lakes.



There are two authorities responsible for the maintenance of the porta pottie disposal units at the lakes. The local Shire is responsible for the maintenance of all land based sewerage hoppers at the lakes and yes they have an after hours telephone service.

The Gippsland Lakes Port Authority is responsible for the installation and maintenance of the water based (floating) sewerage hoppers.

So if you find that a Sewerage Hopper at the Lakes out of order, don't call "Ghost Busters" call the responsible authority on the relevant phone number shown below.

For land based sewerage hopper (porta-pottie dump points) problems anywhere at the Gippsland Lakes call the Shire on Ph: 5153 9500. If after hours just follow the prompts.

If there are problems with any of the floating sewerage barges then call the Gippsland Lakes Port Authority on Ph: 5150 0500 . If after hours just follow the prompts.

For Marine Incidents - 0427 610 025

For Marine Pollution - 0400 605 645

Locations of Pump-out (P) and Hopper (H) facilities:

<p>Metung: Bulls Cruisers (P) Chinamans Creek (H) Paynesville: Progress Jetty (H) Lakes Entrance: North Arm Spit Boat Ramp (H) Port of Sale (P & H) Hollands Landing (H) Duck Arm: Floating Barge (H)</p>	<p>Riveria Nautic (P) Metung Marina (H) Crystal Cruisers Jetty (P & H) Loch Sport: Marina (P & H) Nicholson (H) Bunga Arm: Floating Barge (H)</p>
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Rose's handy Bean and other Salad recipies:**Chick Pea Salad****Ingredients:**

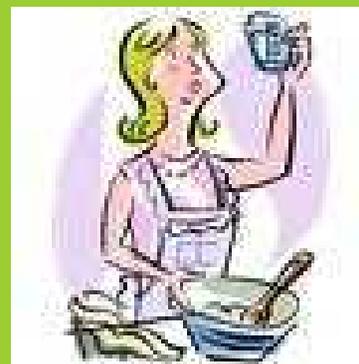
1 packet dry chick peas; 1 tomatoe chopped finely; 1 red onion chopped finely;
2 cloves garlic chopped finely; 1 small egg cup of olive oil; parsley
salt and pepper to taste

Method:

Soak dry chick peas overnight in a lot of water as they double in size.

Next day boil chick peas till tender. Drain and add chopped tomatoe, onion, garlic parsley
salt and pepper and drizzles with oil.

Mix thoroughly and serve.

**LIMA BEANS SALAD****Ingredients**

1 packet dry lima beans; 2 or 3 cloves of garlic; 1 egg cup of olive oil
parsley; Salt and pepper.

Method

Soak dry lima beans overnight in a lot of water as they double in size

Next day boil lima beans till cooked

Drain and add chopped garlic

add parsley and olive oil salt and pepper and mix thoroughly

Enjoy - Rose Ciantar