

*Registered No. 6733A*

## Bayside Trailable Yacht Club NEWSLETTER

May 2018

### In This issue

**Easter 2018 Cruise Report**

**Round the Bay Cruise Report (cont)**

**A Trailer Bearing Experience**

**BTYC Trade Directory**

**Meeting Notice**

**plus Regular Features**

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## COMMODORE'S CORNER



### Edwin Flynn

#### Ahoy Baysiders

It's early May. Most of our cruising events have been held and there is now only one left; The Port Phillip Bay Whale Watch Cruise was scheduled to take place in May or June.

I have been in Contact with Sue Mason from the Dolphin Research Institute at Hastings. The time to be ready for possible whale sightings in the bay is from May to September with the optimal months most likely being July and August. So it is a big window of possible dates. I think a good strategy would be to be able to launch from Wyndham Harbour.

At the moment Wyndham Harbour has a special rate of about \$200 for one-month stay there. I am considering taking that offer up so that the boat will be ready to go to rendezvous with the whales if any are reported in the bay during the period. When I learn the most likely dates that they should arrive I will have my boat ready to launch to go out to hopefully sail gently near the whales, bearing in mind to keep distance between Wanton and the whales.

I will keep everyone posted with any news and information that I get by email, so if you are interested in coming on this cruise keep an eye on your emails from me. Better still let me know your intentions and I will also send you a text message with any "urgent" information. In my opinion, taking your children or grand children to a close encounter with one of nature's gentlest giants is one of the most exciting things that you can do.

We are also in the process of organizing another winter event. Last year's bowling at the Healthways Recreation Centre was a great success. It was a fun and entertaining afternoon and we capped it off with a terrific restaurant meal in the company to good friends. It was a great way to enjoy each other's company, without having to check the weather forecast. We have made another group booking for Saturday June 23. See more information in this newsletter.

The club has continued to attract new members and I think this is because of our culture of caring for each other during cruises and the family friendly attitude of all of us.

All cruises this year have been well supported and I want to give a special thank you to all past and present Baysiders who have supported our club and participated in our organised events. I look forward to seeing you on the water.

## CRUISE REPORT Easter Cruise 2018

### .Edwin Flynn

Participating Vessels: *Crème Caramel, Good Cruzin', Grasshopper, Sapphire, Sea Goose, Small Change, Soul Maid, Therapy, Trilby, Wanton, and Rising Sun*

Most of the crews arrived on Wednesday and Thursday. The weather forecast for the whole of the easter cruising period was for settled weather and we were all pretty keen to get started to our first destination. Norman and Annette Munns joined us for dinner at the Old Paynesville pub on Thursday evening. As usual our table was noisy and lively with various topics on discussion. It was a good start to the cruise.

The forecast for the first day of the cruise was a gentle breeze of up to around 8 or 10 knots. As we were keen for a sail it was decided over dinner that if the forecast holds we would sail to Lakes Entrance. On Friday we met briefly in front of the newsagent and agreed to head off by 10.30 am. We had a terrific sail.

Upon arrival in Cunningham Arm, the jetties in the main harbor were fairly busy so we split the group with Cream Caramel, Therapy, Good Cruzin', Small Change, Sea Goose and Trilby at the main wharf and fingers in front of the Pub, and Wanton, Sapphire, Soul Maid and Grasshopper at the finger jetty near the pedestrian bridge. It turned out to be a good social afternoon evening but I also found time for a bit of maintenance and removal of unwanted hair (Sowy's, not mine) .



Saturday, 31<sup>st</sup> March forecast was for very light south/south east winds increasing to 10 knots late afternoon. We met near the Rotunda at footbridge and decided on the Mitchell River. But we remained flexible about the day's destination and agreed that if the sail became too slow we may consider stopping at the Tambo or the Nicholson River. Sea Goose remained at Lakes Entrance to meet friends. The rest of the fleet departed by 10.00. to sail to our destination. On the way Small Change, Good Cruzin', Trilby and Therapy informed the others they were stopping over at Chinaman's Creek Jetty. The rest of the fleet continued but made a group decision to go up the Nicholson River. We found adequate jetty space at the Nicholson River and after tying up and settling down we had a Happy Hour where we talked about the days sailing. During the evening Chris got his guitar out, as did Ian's Granddaughter who played a couple of tunes on her ukulele. It was very enjoyable.

The next day Sunday 1<sup>st</sup> April the whole fleet agreed to sail in the direction of Ocean Grange. Sapphire was to meet friends at Paynesville. There they caught up with new members Troy and Lexina Porter and family on their boat Rising Sun.



Good Cruzin proceeded to Sperm Whale Head where they were to meet friends. The wind was slight North Westerly up to 8 knots. We had a terrific sail in that gentle breeze and Cream Caramel, Therapy, Small Change, Trilby Wanton, Saul Maid and Grasshopper all found jetty space at Ocean Grange.

We had picnic on the beach under the trees.



On the last day of the cruise we sailed across to Paynesville where some of us planned to get their boat ready to return home. Whilst at Paynesville I finally tidied the boat generally and got it ready for next time.

## CRUISE REPORT Around The Bay January 2018 (Continued)

**Jim Reynolds**

Participating Vessels: *Mystic, Grasshopper Sapphire, Silk Department, Yellow Boat, and? Wanton (scratching)*

... Monday's destination was Port Arlington via Chinaman's Hat seal colony, then to Popes Eye, and via the Cole channel up to Port Arlington. Weather conditions were good again, westerly winds in the range 5 to 10 knots and sunny.

I stood off the seal colony taking photos as the rest of the fleet had a closer look. I stopped the camera bit and did a circuit myself. Downwind of the seal colony was "interesting".

Popes eye was the next destination. We were sailing into water that was quite chopped up due to the tide and associated currents. Sapphire was the first into Popes Eye and gave the all clear – no one else there. So Grasshopper and Mystic rafted up to Sapphire, then Yellow Boat came in and hung off Mystics stern. So 4 yachts on Sapphire's anchor.

It was morning tea time and out came all the home made muffins and cakes.



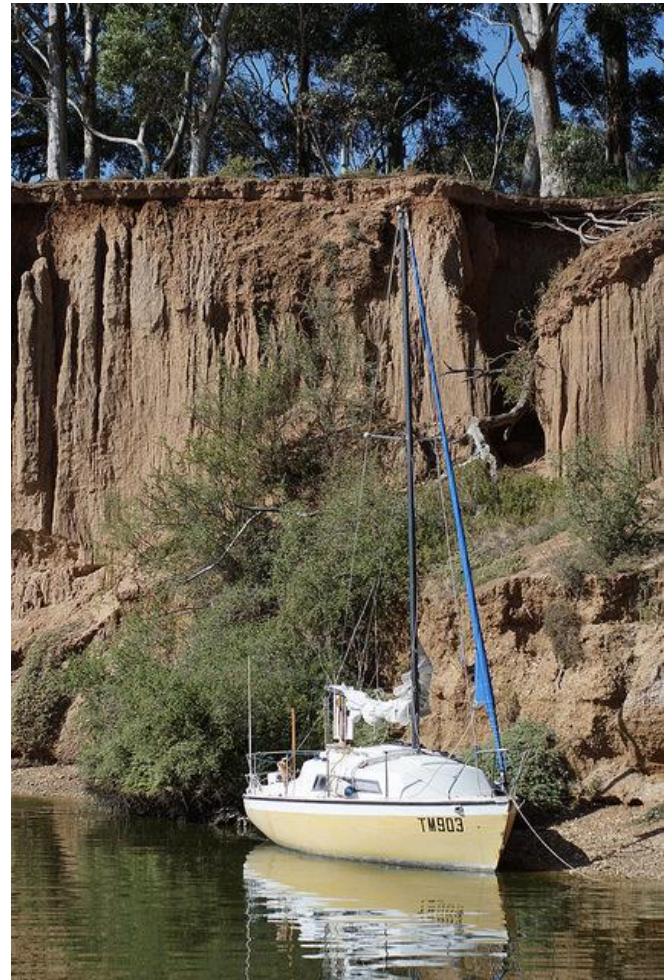
The journey north was against the tide – this we knew – no choice due to timing to catch the high tide at Port Arlington. The wind was again in the range 5 to 10 knots and Mystic speed over ground was only 3 to 3.5 knots. But the rest of the fleet was also affected. We were heading for the Cole Channel – basically tracking pretty close to the shore line past the Swan Bay entrance – past the wrecked submarine. The conditions suited Mystic very well as the angle of the photos suggest.

At Port Arlington we were permitted to beach and dry out in the tender loading area of the beach (despite the yellow “no boating” buoy). It took some manouevring but we all eventually sorted it out. Kath joined me here for the day – she was on the peninsula visiting family. As luck would have it the beach café was not open when we arrived – so either the walk up to the town or dinner on the yacht. Kath and I did the fish and chips thing and joined others in the group on the beach as the sun went down.



The original plan for Tuesday was lunch at Wyndham Harbour and then up the Werribee river. However the forecast was for increasing wind strength and the plan was amended to head direct to Werribee river for shelter. The sail across to Werribee was boisterous but good in a freshening breeze. Sapphire led the way into the river with the fleet following. The depth in the entrance was about 2.5m but regardless I had Mystics keel up – I knew what was coming. As we approached the small boat moorings the depth quickly shoaled to 1 to 1.3m. At one stage I chopped into a lot of weed as I lost concentration and went too shallow. Yellow Boat had followed me unfortunately and had a harder time of it getting back to deeper water. Once the mooring area was passed the depth increased to 2.5m and greater.

The fleet continued up the river until we really could not go any further and we all dropped anchor on a curve in the river. Yellow Boat found a nice little jetty and tied up to the bank. Gary was the only person to get shore leave on this occasion.



I now know that a Castle 650 will swing at anchor – man o man will a Castle swing. I tried the small sand anchor over the stern to nil effect. After several attempts I eventually

retrieved the large Danforth spare anchor and approx. 1m of heavy chain from the forward locker and dumped it over the stern (suitably attached to boat). No attempt to bed it – just the weight dragging across the river bed stopped the swinging – yay!

Sitting there on a now relatively stable boat in the evening, I noticed Sapphire had a long stern line out to some trees and at the time I wondered – now how the heck did they do that? In the morning all was revealed when Roy was seen swimming to retrieve the mooring. Apparently Tony set the mooring thus it was Roys turn to have a swim in the morning. To this day I still believe that swimming in “that river is not a good thing but there were no extra eyes sprouting on the two brave souls at least for the rest of the cruise.

Wednesday's plan was set using radio and we were to make for Wyndham harbour – a quick motor journey from the Werribee river mouth – have coffee etc then head for Victoria Dock in the City. The stop at Wyndham harbour was a bit of a chuckle. They instructed us to look for the green visitor flags that would mark the day berths. Well the flags went up after Sapphire and Silk Department had passed – the marina staff were a bit disorganised that day. We had a brief introduction to these new and excellent marina facilities and availed ourselves of the rather good coffee. There was a cruise briefing before we left with warnings about Altona Reef, Point Cook and the reefs off Point Gellibrand.

The sail up to Point Gellibrand was a beat into light to moderate winds, but upon turning down the Yarra the breeze picked up and it was a very nice reach into the river. As Mystic progressed I dropped the #3 jib to slow Mystic down as she was being naughty and breaking the 5 knot speed limit. Under main the journey continued and arrival at Victoria dock was uneventful with Grasshopper flying the Noelex Association pennant, Silk department and Yellow Boat already docked. The marina facilities are well designed and convenient – basically a larger version of Wyndham Harbour.



We had a group dinner that night at a restaurant before retiring for the night.

There was some discussion at this point on the weather outlook for the end of the week. The transit from Brighton to Martha Cove on Friday was looking “interesting” with near 30knot winds being forecast and southerly change coming through with thunderstorms and rain. It was determined that at that time there was a time window that might allow us to get to Martha Cove as long as we maintained a minimum speed of 4 knots – likely to be power sailing. Fuel then became an issue and we decided to fuel up at Brighton. We departed Victoria dock and the journey back down the Yarra was uneventful with just one large ship keeping the fleet to starboard.

Exiting the Yarra Yellow Boat made a radio call that was not clearly heard, so Grasshopper closed and determined that Yellow Boat was heading directly back to Geelong – at the time some journey. As it turned out, Yellow Boat overnighted in the Werribee River before heading for Geelong the next day. Our sail to Brighton was short and mooring quite simple. Gaye (the absent crew member from Sapphire) had decided to join us for happy hour at Brighton and so we commandeered her car for fuel shopping and a feral shopping trolley to get the many now full fuel containers back to the fleet on the wharf. There was another group dinner that night with Ed and Vicky joining us. We learnt the full story of the leak in Wanton over dinner.

Friday morning and conditions had again changed. Occasional thunderstorms forecast from mid-morning onwards, and then a strong southerly wind change to 30 knots late afternoon. The group agreed that it was not wise to attempt the crossing to Martha Cove. So for the second year, the available cars were used to shuttle drivers down to Mount Martha, pick up the cars and trailers, and then back to St Kilda Marina for yacht retrieval. There was a short sail south from Brighton to St Kilda Marina before retrieval began. This was uneventful. THEN the front came in approximately 4 hours early – vindicating the decision to not attempt the transit by sea – we would have been half way there with nowhere to hide.

In all a great time.. I learnt a lot and that was why I joined this cruise. I hope to learn a lot more in the future too.

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## **From Your Committee**

Plans for an eventful and diversified sailing program next sailing season were discussed at length at the last committee meeting and are taking shape.

The committee is planning to introduce a children's sail into our seasonal program sometime early in 2019. The sail is specifically directed towards children of all ages, with short sails each day and a program that will include a search for buried treasure, a mock armada sail past, and possibly even a pirate encounter. It will operate over 4 days and will most likely be at the Gippsland Lakes. To participate each boat must have at least one child under the age of 15 aboard. More information shortly.

The committee is also investigating a Corner Inlet/Port Albert sail for next season in conjunction with the Port Albert sailing Club. The waters between Robinson Beach in the east and Yanakie in the west provide some very different sailing ground and some very pristine and isolated beaches as parts of Victoria's coastline. A good sail for the adventurous.

Participants in the River Murray cruise last year continue to talk excitedly about this waterway for mast down sailing and this will now be revisited in 2019.

With AGM approaching later this year, our Commodore has asked that all members consider whether they are able to give some time towards helping to run our club. Being on the management committee is fun and rewarding, and new ideas are always appreciated .

## **TRAILER BEARINGS My Experience this Easter**

**Tony Pitt**

After an extremely enjoyable Easter sail, Gaye I and were abruptly given a reality check on the way home. As we pulled into a service station to top up with fuel, we noticed that the rear passenger side trailer wheel was at a bit of an angle. Bearing needs tightening, I thought. Better fix that.

So after filling up, I pulled the car and boat trailer into a vacant parking lot nearby and jacked up the back trailer

wheel. The wheel promptly fell off. There was no bearing! It had completely disappeared, along with the bearing mounts, the seals, split pin, and most of the adjusting nut. There was a serious rebate worn into the axle where the wheel hub had been rotating around the axle for the past few kilometres. I was looking at a major trailer repair.

A pending disaster! But I happened to have a spare wheel hub and bearing assembly at home, and was able to unhook the boat and trailer, go home and get the parts I needed, and conduct a roadside repair to get everything back into operation. Luck rather than good planning.

But there are two serious reflections that I have since made as a consequence of this breakdown. I had a preventative maintenance program for the trailer to stop this sort of thing happening. I have the trailer bearings repacked by a skilled mechanic every second year, and I top up the bearing grease (marine grade) every time before the trailer goes out the front gate.. I thought my preventative maintenance program was pretty good. It obviously is not enough.

It has been suggested to me that I should only buy European made bearings. This may be good advice, but how do you know?. Branding is no longer reliable, as so many vehicle parts are made under licence and could be manufactured anywhere, even though it might be a German or European brand. I think I need to upgrade the bearer repacking to annual, and also to check trailer bearings for each journey.

The other reflection that I have had is what could have happened if this wheel had come in heavy traffic or in an area where there were pedestrians. It would have been moving at high speed and been a lethal object. I was lucky that it had stayed with the trailer as long as it did, even though it was a throw away piece of metal by the time it was discovered.

## **Melbourne City Marina Becomes new BTYC Sponsor**

Melbourne City Marina has been our chosen destination and overnight berth within Victoria Harbour for the past two years for our Round the Bay sail. The Marina has acknowledged our use of their facility and has elected to become a club sponsor! You will notice that their logo has now been added to the rear page of the newsletter. The marina has offered our members some new deals on berthing accommodation that will be explained at the next club meeting.

# The Cruise With a Difference

Ian Clapperton



This year I was persuaded to enter the MPONR (Marlay Point Overnight Race) for the first time. It was to be the 50th anniversary of this famous classic event and the organisers were hoping to have a big turnout as in the race's golden years.

The race has always started from the Lake Wellington Yacht Club near Marlay Point on the Sale side of the big round and featureless lake. The yachts then sail across the lake, through McLennans Strait and onto Paynesville and beyond depending on the division. Starting at 8 pm means that much of the race is sailed at night.

It was quite an effort to get the boat ready, mainly collecting all the equipment that had to be carried. Even the first aid kit had a comprehensive compliance list. My crew was to consist of Geoffrey (from the Mordialloc Sailing Club) who came with me to Refuge Cove two or three years ago, and my son Bruce who has had quite a bit of experience racing and cruising. But then my eldest granddaughter Alice asked if she could come too! This was a complete surprise as Alice has really not done any sailing whereas the other four granddaughters have sailed every Christmas on Crème Caramel for the last six years. With Alice accepted as crew, that made the ideal total of four on board for the race.



When my entry was accepted I was given a race number which had to be displayed on both sides of the boat. I meticulously made two signs and then at the last minute found that they were the wrong size – the numbers had to be at least 30 cm high. I had to cut up marine ply that I had in the shed, paint it white and then paint the big numbers on in black.



I found the Genoa and the symmetrical spinnaker and pole in the shed – all unused for several years - and put these in the car, together with all the other gear that I might need.

Arriving at Paynesville Thursday afternoon very tired (no one to share the driving), I arranged to have the boat brought out from mast-up storage at Bluewater, hitched up (with help as my new vehicle has appalling visibility out the back) and slept on the boat on the ramp ready for an early start next morning. I spent all day Friday sailing to Plover Point (a truly magical sail with no tacks needed) and spent the night there.

On Saturday morning I awoke to find Sea Dove next to me. Paul and Don had arrived in the middle of the night. I had to get to the other side of Lake Wellington in a fog which was a complete white-out. Fortunately Don had told me that the course to follow was 270 degrees. As I motored out into the lake another yacht came out and promptly ran aground, then went in all directions as if completely lost. So I radioed them and told them the bearing, after which they had no further difficulty.

The shallows off the yacht club were packed with boats at anchor. I had to take a declaration form ashore but when I started wading through the murky water, I found that the bottom was soft mud and studded with tree roots and stumps. My poor balance made me very nervous, particularly as another guy wading back to his boat had just fallen over while holding his phone.

All that day (Saturday) boats were arriving from across the lake and others were being rigged and launched. With over 230 entries it was very crowded but it was all very friendly. With live music and stalls it took on a carnival atmosphere. Other Bayside boats were in the race: Mystic and Grasshopper so together with Sea Dove made it four Club boats in all. By the way, all the boats had to be trailable.

As the 8 pm start time drew near, Bruce and Geoffrey waded out to Crème Caramel with their gear but Alice and I accepted a lift in one of the inflatables. My crew sorted out the Genoa which none of them had even seen before and readied the spinnaker while deciding how they would try launching and retrieving it. The race started in the dark and we eventually crossed the start line.



Half way across we realised that all the other boats were over to the left but we just continued heading straight for the Plover Point mark. By then the wind had dropped so from then on it was a painfully slow drift. At least it was in the right direction! We were averaging half a knot for the hours it took to get through the strait. Even so, my gallant crew was continuously swapping the spinnaker for the Genoa. Geoffrey had the tiller, Alice navigated with the Navionics chart on the tablet and had the spinnaker sheet and Bruce organised the sail changes.

And me? I did very little except shine the torch on the spinnaker so Alice could see when it curled. And I was moveable ballast if we changed tack. Being dead tired from three days on the go, I tried to catch some sleep.

We eventually got out of the strait and into Lake Victoria. Dawn arrived with a glassy sea but gradually a gentle breeze lifted our spirits and took us to Paynesville. We still had to go right around Raymond Island (clockwise) but we had a most exhilarating sail on the last leg before crossing the finishing line outside the Gippsland Lakes Yacht Club.

That evening we were all invited to the club rooms where they put on free (finger) food, a band and of course, speeches. Unfortunately they were not able to tell us who won any of the divisions due to a computer overload. That was the only hiccup that I was aware of over the whole event.

How did we go? Well, we started and finished. We were a long way down on the results list but it would have looked better if we had not had an additional handicap due to the mainsail not complying with the Noelex class rules. We were classed as "modified" due to a loose foot and full length battens.

Would I do it again? Possibly. I would need a new main and a crew member to share driving and then help sail all the way to the start. And sort out the problems before the start.

Was it enjoyable? A definite yes to that. A new and unique experience. Another tick on the bucket list.(Still on the list::Sail around Phillip Island, Sail from Port Phillip Bay to Western Port Bay, Sail from Western Port Bay to Refuge Cove)



***Meeting Notice***  
***BTYC Meeting at Healthways Recreational Centre,***  
***Mont Albert North***  
***In conjunction with Ten Pin Bowling***

**3.30 pm to 6.00 pm**

**Saturday June 16 2018**

This is your invitation to again come ten pin bowling with your sailing buddies.

In addition to bowling, our Commodore has indicated that he has a number of things to put out, so we are going to accommodate him by having a club meeting during the afternoon tea break at 4.30 pm.

After bowling, we intend to go somewhere nearby (not yet determined) for refreshments and a meal.

The Bowling and club meeting will be at

The Healthways Recreation Centre  
1 – 11 Arcade Road  
Mont Albert North

We have booked for 2 games starting at 3.30 pm and 5.30 pm. Our intent is to break between the games for afternoon tea and our club meeting. For those who don't wish to bowl and are only coming to the club meeting, you are welcome to come and watch (provide you don't laugh – this is serious bowling), or you can arrive at 4.30 pm and just join us for the meeting and afternoon tea.

Iolanda Cruz and Phil Gooding are coordinating the booking and the numbers. It is important that they know final numbers prior to the event to ensure that we have enough bowling lanes available. For this reason, you must contact Iolanda or Phil before **Monday June 12** and advise that you are coming.

The cost will be \$24.50 per person for the 2 games, and this includes shoe hire. Make sure you bring some socks (without holes in the toes)!

Contact Iolanda by telephone on:      0416 xxxxxxxx

or by email: [REDACTED]

*This is very different from our normal collective activity of messing about on boats*

# *Notice of Cruise Port Phillip Bay*

## **Update on this Cruise**

**Whales enter the bay mostly July and August**

**Sailing Time will be at short Notice. Register your interest now**

Cruise Coordinator: Edwin Flynn

0413 **xxxxx**

This cruise will provide the opportunity for a maritime encounter with one or more of the biggest animals of the sea. Southern Right Whales have been entering Port Phillip Bay during winter months for the past few years.

The Cruise: The starting point is to be the Werribee River/Wyndham Harbour. It is intended to make day trips out to different parts of the bay while overnighting in the river or at Wyndham Harbour.

Navigation Each vessel must have good up to date charts of the bay or a modern Navigational system on board.

Fuel: You will need to carry fuel for at least 6 hours motoring on each day. The winds can be surprisingly light in late autumn and early winter.

Communication: VHF or 27 Mehz. VHF is preferred. .

Please register your interest in this cruise directly with Eddie. He is making further definite plans and relevant enquiries and will keep you posted on likely cruise dates as the winter approaches

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