



Registered No. 6733A

## Bayside Trailable Yacht Club NEWSLETTER

October 2019

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Visit our website at:

[Http://www.baysidetrailableyachtclub.com](http://www.baysidetrailableyachtclub.com)

### BTYC Committee

Commodore	Edwin Flynn	9744 5593
Past Commodore	Kenton Lillecrapp	9836 6824
Cruise Director	Chris Slaney	0400 764141
Treasurer	Tony Pitt	0408 514581
Committee	Gaye Pitt	0408 266 325
Committee	Dave Morrissey	0457 734 969



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# COMMODORE'S CORNER



**Edwin Flynn**

Ahoy Baysiders

I find it hard to believe that it is time already to think about the 2019/20 sailing season. I am pleased to say that our on-water activities have been very well supported this past year. We have sailed the Gippsland Lakes, (our favourite) many times and we also sailed around Port Phillip Bay again. The latter has now become an annual event. We have added the Ten Pin Bowling challenge and by the time this newsletter reaches you we should have cruised the Glenelg River.

Thanks to Yolanda and Phil (Good Cruzin') for organizing a terrific winter activity for us again this year it was well supported. Ten Pin Bowling is a long way from a sailing activity, but for those of us that came to the Healthways Recreation Centre it was a night filled with laughter and fun. Also a big thank you to those members who volunteered as Cruise Coordinators this year. They did a fantastic job.

KAYE	9	16	20	26	37	45	64	83	92	112	112							
CHRIS	5	1	9	5	3	8	X	5	2	1	7	3	3	7	-			
CLIVE	3	3	3	4	8	3	-	5	-	6	1	7	7	5	4	7	1	1
	6	13	26	29	34	41	58	73	82	95	95							

Bowling aggregate for Kaye (highest score), Chris and Clive.

Our club exists purely for the purpose of enabling BTYC members with family friendly cruise sailing activities.

Planning a cruising calendar along with other activities requires some effort by the elected committee of the club. One of the biggest compliments that a club committee can get is when members are engaged and participate in club activities. In this regard I want to thank all members who supported the club's activities.

A committee cannot exist without committee members so please consider if you can nominate for any of the positions on the committee. New committee members equal new ideas. Your committee at present comprises 6 volunteers whose roles are Commodore/Secretary (Edwin Flynn), Past Commodore (Kenton Lillecrapp), Treasurer and Newsletter Editor (Tony Pitt), Cruise Director, (Chris Slaney), Membership secretary (Gaye Pitt) and Committee member David Morrissey.

All of the committee positions will be declared vacant at the AGM. The positions that need to be filled are all those mentioned above. We would encourage any member to nominate to become a member of the committee. The more the better is the rule as committees go.

Please think about your involvement in the club and what you can offer. It is very rewarding.

Last year The Club Spirit Award was made to Yolanda Cruz and Phil Gooding. The Most Adventurous Award was made to Joan Rockliff and Geoffrey Peplar. These awards are only given to non-committee members and were awarded at the Annual General Meeting. It could be you, so this is yet another good reason to come to the AGM.

Last year's "Spirit of the Baysiders Award" was made to Joan and John Coombs (Merlin) for rescuing a damsel in distress (Debbie Howe). The commodore (that's me) and also got a new award called "That Sinking Feeling".

Who will be the winner of this award this year? To find out you must come to the AGM so make a note of the date and be there.

Finally; thank you to our terrific committee members, Kenton Lillecrapp, Tony & Gaye Pitt, Chris Slaney, and David Morrissey, for their work and untiring enthusiasm throughout the year. I look forward to seeing you all at the Annual General Meeting that is being held at the Hastings Yacht Club on the 20<sup>th</sup> October.

# PRE SEASON SAFETY CHECK

By Kenton Lillecrapp

The following series of checklists and seasonal reminders might help get you and your vessel in good shape for the coming sailing season. It will never be fully comprehensive, because every vessel is a bit different, but it might help with remembering some of the key tasks that need to be done.

## Everything working?

1. Is the battery fully charged up?
2. Is the radio(s) working?
3. Any fuel in the fuel locker may well be a bit stale. How about a fresh batch!
4. Any sign of cracking or excessive hardening in the fuel line?
5. When was the motor last serviced?
6. Are there any parts of the running or fixed rigging that are showing excessive wear and should be replaced. How about a bit of a look around.
7. What do the anchor chain shackles look like? Are they rusted? Are they worn?
8. Mooring lines? Are they all on board or did someone borrow one to tie down a trailer load?
9. What are the sails like after being folded up for the past few months? Do they need a bit of a wash?
10. What about some more RP 7 and some silicone based lubricant on board. You are probably going to need it.

## Safety gear.

11. Does the torch have good batteries? Is it still on board? Is there a spare battery on board?
12. Jackets. If using the inflatable type, when was the last time that you checked the gas cylinder?
13. What about the bucket with the halyard attached. Did it get back on board last time you washed the dog with it?
14. Flares! Check the expiry date. Expired flares should not be kept aboard.
15. Wet weather gear all there? (And what about the cold weather gear.)
16. The foghorn/bell. Where is it?

17. When was the fire extinguisher last serviced? Do you need a new one?
18. Is the fire blanket on board?
19. What has passed its expiry date in the first aid kit.
20. Have you checked off everything from the job list you made last autumn!

## Don't forget the trailer?

21. Often overlooked each season is the roadworthiness of the trailer. We look after our boats well and just assume the trailer will look after itself. Unfortunately this is not the case and boat trailers have to operate in a highly corrosive environment.
22. Check the brake adjustment
23. Take the split pin out and undo the outer bearing seat. What is the state of the grease. Any sign of water or rust in the grease may mean trouble and a closer look is then required. Remember to not do the nut up too tight when putting the bearing back – slacken off about a quarter turn.
24. What about those tyres. They might not look worn but if they are more than 10 years old it is probably time to spend some money and replace the lot. The rubber eventually loses its elasticity and becomes brittle, leading to blowouts.
25. Check all the lights.
26. Are all the registrations up to date?
27. When starting off for the first trip for the season, stop 10 minutes down the road and check that everything is OK, including any sign of heat in the wheels or tyres not fully symmetrical.

## Okay all done? Now how about a spring clean?

## Welcome to New Members

A warm welcome to Peter McWilliam who joined our club last month at the general meeting at Healthways. Peter sails an RL 28 and is keen to get his grandchildren involved in sailing. We expect to see Peter on some of the club sails this season and he has expressed interest in the Children's Sail on the Gippsland Lakes in April 2020.

# Restoration of The Heart Morass

By Tony Pitt

The successful restoration of the Heart Morass has become an iconic project for conservation. This 1800 hectare wetland on the western perimeter of Lake Wellington is now the home to thousands of birds and a wide diversity of fauna and flora.

I first visited the Heart Morass in 2007. It was a sorry sight having been subjected to over 100 years of heavy grazing, artificial drainage and neglect. It was severely degraded with large dustbowls of saline sodic soils and some areas where toxic concentrations of acidic leachate were accumulating. It looked like a desert.

The initiative for restoration of the Heart Morass came from an unlikely source for conservation work. At that time, Field and Game Australia had recently purchased 380 hectares of freehold land at the western edge of the morass. They approached the West Gippsland Catchment Management Authority to see what could be done about encouraging wildlife back into the area.

What followed was the coming together of private interests, philanthropic trusts, government, and the community to restore and extend this area into today's 1800 hectare complex and wetlands, swamps and native heathlands. The Heart Morass has been transformed from degraded pasture lands into a seemingly unspoilt wilderness which just teems with birdlife. The diversity of species is apparently now unsurpassed anywhere else in the Gippsland Lakes.



The future of the Heart Morass has been secured with an annual 18 Gigalitre allocation (that is a lot of water!) from Latrobe River system. The land is also legally protected by various covenants.

The Heart Morass can be accessed from the Latrobe river or from the Sale Longford road. If accessing from the river, you need to go at least 2 nautical miles upstream from Lake Wellington, where there are several landing spots on the north bank. Gaye and I plan to explore the Heart Morass again sometime next year.

## MORE on the SAFE USE of INFLATABLE LIFE JACKETS

The article in our May 2019 newsletter about the drowning of a sailor on Lake Michigan (Life Jackets Are Meant To Save Lives) has generated some considerable discussion among our members about the safe use of inflatable life jackets.

Inflatable life jackets have a gas cylinder filled with compressed air that is activated to fill the sealed compartments in the jacket and create buoyancy. The activation can be either manual or automatic depending on the jacket. Some sailors prefer the automatic activation in case the occupant is unconscious upon entering the water.

The gas cylinder can be checked to see if it still holds compressed air by weighing the cylinder and checking to see if it complies with the manufacturers specifications. However you also need to check for any signs of corrosion and also make sure it has not exceeded the expiry date. If in doubt, throw it out and replace with a new one.

Checking the compartments within the jacket can be undertaken by manually inflating through the mouthpiece. Once inflated, leave the jacket fully inflated for at least 24 hours to confirm that there are no slow leaks. Also, check the manufacturers instructions on the jacket as to whether it is still within its expected life. This will be separate from the use-by date for the gas cylinder. If the jacket itself is now beyond its stated use-by date, discard the jacket. This is your life saving device and it is just not worth the risk of using an out of date product.

Make records of your checks and actions in your log book.

Self inflating life jackets with an inbuilt safety harness, including a big "D" fitting at the fastening should be considered by those who sail on their own. This is one more safety measure. The more expensive jackets may come with a pocket for carrying a PLB as well as pockets for a strobe and for a large folding knife. The only purpose for the knife is for cutting free from the safety lanyard if you are in the water and trapped under a hull or a sail or even being dragged in the water by the lanyard.

One more thing. The life jacket must be worn on the outside of any other garments, wet weather jackets etc so that it can properly inflate when set off.

## SERVICING THE MERCURY OUTBOARD IMPELLER

By Edwin Flynn

I have had my Mercury 8, 2 stroke since I bought it new in 2006. It has been a good motor. It never let me down. Although I use it only sparingly I recently decided that this was a good year to take a look at the impeller. It is the original one so maybe it was time to change it. While I was at it I also decided to change the oil in the gear box - something that I do every 2 years or so.

### Disassembly

Accessing the impeller on the Mercury 8 is straightforward enough, if you follow the following steps.

1. Remove the bottom grub screw that connects the bottom of the gear change lever with the top. You can do this by gently tapping a small nail or punch over the grub screw with a hammer. The grub screw will slide off. Set it aside in a container, as it is small and can be easily lost. Note other motor gear changes may be different.
2. Undo the 4 nuts that hold the bottom of the leg to the main leg. I used a 10mm spanner for this. Put the 4 bolts in the container.

3. Slide the bottom of the leg complete with the prop away from the top leg. You will see that the water pipe remains inside the top leg and the bottom of the gear lever will come with the bottom of the leg. The impeller shaft is also the drive shaft and also comes away from the top leg.
4. Now place the removed leg into a vice and gently hold it in place. I placed a good bit of rag to minimise the risk of scratching the paint.
5. Clean the water impeller (the drive) shaft/rod and any remove any stuck-on gunk.
6. Unscrew the 4 bolts that hold the top of the water pump housing on. Set them aside in the container.
7. Slide the top of the water pump housing up the impeller rod and set it aside after cleaning it.

**NOTE:** When you slide the pump housing up the shaft, up you will see the impeller in the bottom half of the pump housing. The drive shaft will remain in position as it goes through to the propeller. You will see a small indentation in the impeller and also a small SS pin there called a Woodruff key. This pin is only about 10mm long and can be easily missed. The pin is half in the indent of the impeller and half in a small indent in the drive shaft. As it is rather dry from oil and grease there, it will easily fall off the drive shaft. So be careful not to lose it.

8. Remove the impeller from its seat in the bottom of the water pump that remains on the leg. Now clean the inside of the water pump.

### Reassembly:

1. Smudge a little bit of outboard oil on the inside of the water pump where the impeller will sit. This will make it easier to work the impeller into the correct position.

**Note:** Place a small amount of grease in the indent on the drive shaft where the Woodruff key will fit. The key will stick to the grease and remain there as you slide the impeller over it.

2. Carefully return the top of the housing with impeller to the draft shaft and press it downwards over the bottom of the water pump. To fit the impeller properly you will need to turn the top of the housing with a light downward press as you fit it over the bottom of the pump. Before bolting the pump back together turn the impeller rod to see that the Woodruff key is fitted properly with the impeller the impeller is turning OK.

3. Screw the pump's 4 bolts into place being careful not to over tighten them, as it is plastic after all.
4. Slide the bottom of the leg back into position with the upper leg. The Water pipe must fit into the water pump and the gear lever should also now have returned to the correct position that it was in before you removed the grub screw. If the water pipe is fitted properly you can be sure the drive shaft is also home.
5. Screw the bottom of the leg to the top, and reinstall the grub screw to the gear lever by gently tapping it into position.
6. Check that the gear change is OK. Check that the drive shaft is indeed home by checking if the propeller will turn when it is in gear.
7. Put the motor leg into a bucket and start the motor to make sure that water flows.

**Job done.**

It will take around 1 hour to do this job. Just take it step by step and slow and be logical. I find that it is really satisfying to do this kind of work on your boat. It also means that if something goes wrong while out on the water, you are already familiar with the working parts and know where to start looking.

## With Sadness

With sadness we report the death of Greg Beanland. Greg had been a member of our club for many years, although ill health has prevented him from being an active sailing member for some time. Among many other things, Greg was instrumental in facilitating design changes to launching ramps around Port Phillip Bay to ensure that they accommodated the need for high clearance for trailer sailer launching and retrieval.

Also with sadness we report the death of Brendan Matthews. Brendan has been a past member of the club and was well known to many of our members. He died unexpectedly.

## BTYC BUSINESS CARD

### A correction.

The BTYC business card will cost \$20 for a box of 250. Not \$250 for a box! There was a clumsy editorial error in the last newsletter!!

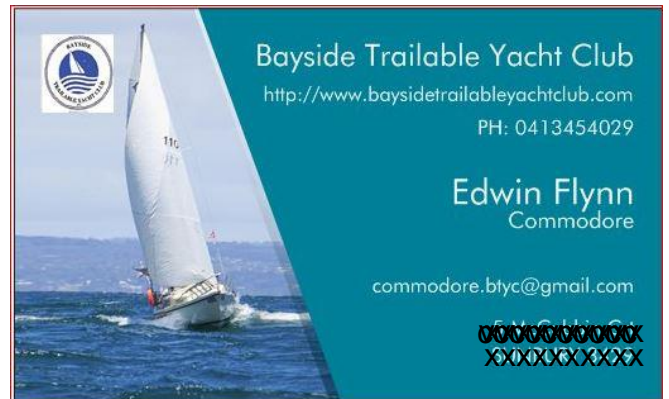
Several members have indicated that they wish to take up this option. It can be very handy when you casually meet someone at a jetty or some other venue and wish to share your contact details with them.

The cards will be customized with your preferred picture of your vessel. To order the cards you need to supply the following information to Edwin Flynn:

- Names. Write them as they way you want them to appear on the card.
- Telephone number(s).
- Email address. There is room for two addresses if you have two.
- Preferred photo.

We don't recommend that the home address goes on the card but this can be a personal decision.

The cards are going to be ordered in bulk following the AGM. They will be an agenda item at the AGM.



## BTYC 2019/20 SEASON CRUISE AND SOCIAL CALENDAR

<b>MONTH</b>	<b>DATE</b>	<b>EVENT</b>	<b>VENUE</b>	<b>COMMENTS</b>
<b>Nov/ Dec</b>	25 <sup>th</sup> November to 3 <sup>rd</sup> December	Glenelg River Cruise	Launch and retrieve at Nelson	Over 50 km of navigable water. Mast down cruise.
<b>OCT</b>	20 <sup>th</sup> October, 2019	Annual General Meeting	Hastings Yacht Club	
<b>NOV</b>	2 <sup>nd</sup> November to 5 <sup>th</sup> November, 2019	Opening Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 2 <sup>nd</sup> November (opposite the Newsagent).
<b>DEC</b>	Not yet determined	Xmas Party	Hobsons Bay YC	Dates to be advised as soon as available
<b>JAN</b>	6 <sup>th</sup> January to 13 <sup>th</sup> January, 2020	Around the Bay	Port Phillip Bay	Launch and retrieve from Martha Cove. Briefing at Martha Cove Café 9.30 am 6 <sup>th</sup> January
<b>JAN</b>	25 <sup>th</sup> January to 27 <sup>th</sup> January, 2020	Australia Day Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 25 <sup>th</sup> January (opposite the Newsagent).
<b>JAN</b>	27 <sup>th</sup> January to 31 <sup>st</sup> January, 2020	Mid week Cruise	Gippsland Lakes	Briefing venue to be arranged
<b>FEB</b>	15 <sup>th</sup> February to 16 <sup>th</sup> February, 2020	February Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 15 <sup>th</sup> February (opposite the Newsagent).
<b>MAR</b>	7 <sup>th</sup> March to 9 <sup>th</sup> March, 2020	Labour Day Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 15 <sup>th</sup> February (opposite the Newsagent).
<b>APR</b>	6 <sup>th</sup> April to 9 <sup>th</sup> April, 2020	Childrens Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 15 <sup>th</sup> February (opposite the Newsagent).
<b>APR</b>	10 <sup>th</sup> April to 14 <sup>th</sup> April, 2020	Easter Cruise	Gippsland Lakes	Pre cruise dinner at Paynesville on evening of 9 <sup>th</sup> April.
<b>MAY</b>	14 <sup>th</sup> May to 17 <sup>th</sup> May, 2020	Top end of the Bay Cruise	Docklands, Port Phillip Bay	Launch and retrieve at The Warmies. Overnight at Melbourne City Marina.
<b>SEP/OCT</b>	Dates not yet determined	Murray River Cruise	Lower Murray downstream of Morgan, SA	Long distance mast down cruise possibly over 2 weeks. Dates finalized early next year.

## *Notice of Annual General Meeting*

The Annual General Meeting of the Bayside Trailable Yacht Club will be held on

**12.00 midday Sunday October 20th, 2019**

at

**The Hastings Yacht Club**

**1 Marine Parade**

**Hastings**

To be preceded by a BBQ lunch.

Bring your own meat and something to drink.

Salads for the BBQ and afternoon tea and coffee with cakes will be available.

A small charge of \$5 per family will be levied to cover some of the costs.

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