



Bayside Trailable Yacht Club NEWSLETTER

March 2022

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Your Club, Your Committee

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BTYC Committee

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COMMODORE'S CORNER



By Edwin Flynn

Ahoy Baysiders

What an amazing couple of years it has been. Covid lock ups have continued to interrupt our lives and especially our sailing for months. All of us have just been edging to be let out again. We have excelled in both quantity and quality of our cruising experiences.

Occasional anxious but overall we survived the lock ups and are again enjoying our cruising in the company. As I write for this edition of the newsletter I am travelling down the Murray River in the company of other club members and have stopped for the day at Amazon Creek. The weather has been very hot and dry but this afternoon there is a welcome cool change coming and the temperature is dropping pleasantly. We have all been in for a swim.

The Murray in S.A. is a spectacular river. The water is running at up to 3 knots in places, and the wildlife, particularly the bird life, is abundant. Yesterday Sue Morrissey managed to catch 2 undersized redfins. They were grateful to Sue for her decision to release them to freedom once more.

This cruise as with the last two or three long distance cruises have been so well planned by Joan Rockliffe and

Geoff Peplar (Take it Easy). The work that they put in to planning the detail of these cruises is just fantastic. Everyone who has been on one of these cruises is grateful and in awe and the accuracy of the almost hour by hour planning of these long-distance cruises.

Unfortunately, due to a health issue Joan and Geoffrey had to pull out of this cruise that they spent so many hours planning. We, who are lucky enough to be able to go on this cruise, are grateful for the planning and of course so sorry that Joan and Geoffrey could not come.

We are very lucky to have members who are so capable of planning fantastic cruising adventures. Lock down has had an impact on all of us, many perhaps still a little nervous to venture out. Life does go on after Covid and I and your committee are determined to continue to encourage all of you to return to active living and participation in the adventures that you and us plan.

We do need to get together for club administrative purposes, but that is only on 3 or 4 occasions a year. We shall be calling for another Annual General meeting soon and we hope we get the required quorum to continue as an active club. Notices for the AGM will be sent with this newsletter together with a bit of a summary of what is planned on that day.

A big thank you to our sponsors and supporters whose contributions help meet the cost of our newsletter. These are the Melbourne City Marina, Peter Green Sails and Yaringa Harbour. These businesses offer great services to the sailing community. Please remember to support these businesses if you require any of the services they provide.

A big thank you also to our committee without whose support and encouragement to one another our club simply would not exist. We all know them, but here I want to make a special mention of them. They are Kenton Lillecrapp (Past Commodore), Tony Pitt (Treasurer), Gaye Pitt (Membership Secretary), Chris Slaney (Cruise Director), David Morrissey (Committee member), joint website managers Phil Gooding and James Reynolds. A special thank you to James Reynolds for the terrific effort in updating and modernising the club web site. Just take a look by going to <http://www.baysidetrailableyachtclub.com>.

Stay safe everyone.

CRUISE REPORT

Australia Day Cruise

Gippsland Lakes

January 26 to January 29, 2022

By David Morrissey

Participating vessels, *Ariel*, *Black Bart*, *Crème' Caramel*, *Good Cruz'n*, *Therapy*, *Sally Ann*, *Scallywag*, *Second Wind 2*, *Silk Department*, *Spiders Web* and *Wanton*.



Sue and I decided to go down to the Gippsland Lakes a few days early and left home at 7pm on Monday with a temperature at a sticky 31 degrees. We stopped at Rosedale at 11pm and the temperature was down to 24 degrees. A warm night but not as bad as Melbourne.

Tuesday opened with patchy clouds and cooler weather. We found a spot in front of the chemist at Paynesville, where a small flotilla of other BTYC boats had already gathered.

Australia Day was overcast with no wind, but strong winds were forecast for the afternoon. The Paynesville Music barge was actively doing its thing and so we initially decided to stay at Paynesville and enjoy the atmosphere. The commodore presented, Kevin and Christine Holland (*Black Bart*) with their club burgee.

The wind picked up after lunch so rather than waste the day, most of the fleet set up sails and headed out to

Duck Arm. They got in before the predicted strong north easterly came in, which made conditions in Macmillan Strait a bit uncomfortable for a while.

Thursday morning had been set aside for our sail past the commodore. It was to be held in Duck Arm but there was not much wind. Nevertheless, all boats managed to converge on the commodore right on queue. *Wanton* didn't anchor as we would have expected. Possibly he was planning to make a speedy retreat. He put up a good fight. With some well-placed shots from his water pistol. But he was no match when boats converged from both sides.

From there we headed to the Nicholson River via the south side of Raymond Island. The conditions provided for a very pleasant sail, slightly over-caste, a flat sea and favourable winds all the way. With a big fleet there was not enough space on the jetty. But in typical BTYC fashion we all found room for the last arrival *Good Cruz'n* and another trailer sailor. Garry and Jenny Prescott joined us for happy hour.



Silk Department received the commodore's award for the best dressed boat and *Therapy* received a special distinction for displaying their name using nautical flags.

Friday morning brought very light winds. Most of the fleet headed to Ocean Grange, again via the south side of Raymond Island. *Spiders Web* had engine trouble and *Therapy* assisted them to Paynesville. *Black Bart*

headed further east towards Lakes Entrance. Scallywag also had a minor problem to attend to with a broken mast.

That afternoon saw a long-awaited change come and it was time to go home.

CRUISE REPORT BEAT THE BLUES CRUISE Gippsland Lakes December 2021

By Kenton Lillecrapp

Participating Vessels: *Silk Department, Scallywag, Sally Anne, Eclipse, Spiders Web, Crème Caramel, Wanton, and Arial*



We had all been locked up for so long under the State's strict Covid regime that we needed a big escape to Beat the Blues. What could be bigger than a reverse of Joan Rockliff's All the Rivers cruise of 2020? Except it didn't turn out that way.

In beautiful weather we spent a couple of days visiting the Tambo and then the Nicholson. This wasn't going to last. Coming out of the Nicholson Hotel after dinner the sky looked very dark in the west and there was lightning in the distance. At about 8.00pm we were hit with a very strong westerly and clouds of dust, followed by rain and lightning.

Up early the next day, and a change of plans. We had planned to tour the Mitchell River, but Bairnsdale

Wharf was covered in deep mud after the recent floods. So we headed for Paynesville again with overcast skies and a light south westerly. Coffee and doughnuts from the Paynesville Bakery.

The weather looked good in the morning so we waited there for Wanton and Crème Caramel to launch, but by late morning the wind was 20 knots and increasing. We were all on Grassy Point Jetty near the yacht club and with the wind around 25 knots from SSW there was considerable bounce. Norm Munns was more concerned than the rest of us. All the Baysiders squeezed onto the enclosed stern of Sally Anne for Happy Hour and we collectively should have reduced her bounce. But every time Sally Anne pitched, Norm worried about his bungs going under (or whether he had actually put them in).

The next day came with a strong wind warning and we were happy to comply with the Baysider policy of not sailing under warning conditions. We stayed in Paynesville for the day, had more coffee and doughnuts and bounced up and down at Grassy Point jetty again. We all squeezed onto Sally Anne for Happy Hour again and Norman worried about his bungs again! Sally Anne didn't sink again!

Finally a break in the weather saw us at Ocean Grange and then a quick dash to Metung. Excellent dinner at a new Asian restaurant.

The forecast was now for heavy rain and wind SE 20-25 knots all night and most of the day following! Instead of the Tambo we decided to make a dash for Lakes Entrance where we would at least be able to walk around and visit the shops. Once the Whittley club vacated the pontoons we were able to back in and tie up, facing directly into the storm.



And what a storm it was. Heavy rain started at 8.00pm and the wind increased. At 2.00am I measured 25 knots and took my rain shelter down and lowered the pop top. There was only a short fetch and we were all facing directly into the wind but we were still bouncing on a considerable chop. Sally Anne was fine.

The strong wind and heavy rain continued all day. We had a happy hour in the shelter of the pub and, after considering the forecast, we decided to leave just after slack water next morning at 10.00am. The heavy rain continued all night but the wind gradually reduced.

A final night at Metung and a visit to the Metung Farmers Market in the morning. We bought some delicious baklava and other goodies and then sailed in a good wind and fine weather down the south side of Raymond Island to Paynesville where we recovered boats.

The cruise objective was to beat the blues by sailing up all the big rivers but that was never achieved. However, the weather was so bad for so much of the time that that we had no time to think about The Blues. Key objective met. Blues beaten!

The Adventures of Mudbank Part II

Continued from October 2021

(You might remember that after a few scarey and challenging introductions to sailing, our novice skipper Mudbank has just saved up and bought himself a Boomerang 20. Now he is up for some real adventure and is off to explore the mystical Hole in the Wall)

One HYC tradition for yacht skippers was to undertake a cruise to a mystical paradise known as "Hole In The Wall" located on the remote northeastern shore of French Island. The story told was that channel anchorage was available and that ships crews could lie back on sun drenched sands miles from anywhere and at night gaze at a bright, clear, starlit sky whilst contemplating the universe. The self proclaimed Captain Mudbank, even though relatively wet behind the ears, decided this was for him!



He came up with a plan for a summer holiday cruise to this mystical location, and other ports, persuading his trusty and trusting forward hand Ray and sheet hand Tony to come along. The day came for loading, launching and departure. With a moderate southerly breeze, Lowanna and tender and crew, with all plain sail set, made course northward and then east after passing the Hastings Channel Dolphin and Eagle Rock mark respectively.

Locating the entrance to Tooradin Channel proved a little tricky for Mudbank, whilst the crew were surprised at the narrowness and length of the very winding channel as they sailed along. The breeze decreased as the intrepid crew neared the Tooradin Inlet. Lowanna went thump, they were aground. How could this be, the yacht was adjacent the Dolphin? Bewildered, the crew raised the heavy vertical lift keel, the rudder, and with sails furled the boat motored on.

After making fast to the jetty the crew "spliced the mainbrace" and discussed the day's sail and hitting the channel bottom. Conclusion; with ebbing tide there is no deep water at the inlet entrance. Additionally they all agreed Tooradin Channel would not be a place to sail out of in a strong southwester. "A yacht would be on the mud as quick as a deck officer could shout mutiny," declared Captain Mudbank.

That evening Captain Mudbank, Ray and Tony made course for the local hotel. Enjoying a counter tea, they pondered the reason for the name "Hole In The Wall". Later, after navigating their way back to Lowanna, the crew left keel and rudder part raised to allow for the next low tide to come in the early morning, then slept soundly.

The day dawned with no wind. The adventurers departed the jetty and motored down the channel, thankful there was no short tacking in the confined waters. Leaving the channel entrance they made course eastward. Young Mudbank's navigation proved lacking however, as heading towards Palmer Point on French Island Lowanna was somewhat close to the land resulting in another grounding.

Consulting his chart the Captain realised they were near a location where the mud dries to 8 feet! Springing to action, the crew raised the keel and motored on, giving the land a much wider berth. They thanked God for retractable keels! Crossing over the Hump (the top of the tidal watershed) without incident the crew looked to the shore of French Island, soon Ray shouted, "I can see a sandy beach." Altering course they quickly closed the land. There was indeed a stretch of beach and a concrete structure with a dark entrance, could this be the "Hole In The Wall?"

Deciding to anchor, Mudbank now faced a Western Port dilemma; how do you, on the top half of the tide, locate an unmarked channel anchorage without a depth sounder? One can't. Dropping the "pick" at an appropriate distance offshore, Mudbank consulted the chart, concluding they were anchored near Albion's Point, remote indeed.

The eager mariners now piled into the dinghy and rowed ashore in a light southerly breeze for exploration. They inspected the structure (an old boathouse?), discovered a rusting slipway winch part buried nearby and strolled the sandy beach. They had a hole but where was the wall? Walking around the rocky point the explorers discovered another narrow sand strip behind mangroves and there it was, a sea cave in a low cliff. So, there was a hole and a wall! The tide was ebbing, so Mudbank said, "let us leave this paradise and go back to the dinghy."

The rest of the afternoon was spent aboard Lowanna as the tide ebbed and the waters slowly disappeared.

Late afternoon low tide presented a very desolate and horrifying scene. Our adventurers were surrounded by a seemingly endless mudflat, worse still everywhere they looked, red rocks jutted up from the mud! Captain Mudbank cursed, what had happened to paradise and was his ship sitting on rocks? Were they holed and shipwrecked?

There was nothing to be done except to "splice the mainbrace" to settle nerves and wait for the returning water. Not long before sunset Mudbank took to the dinghy with the boat's kedge and proceeded to lower the kedge to hold the just floating Lowanna in a position to clear any nasty rocks at the next low tide. Following dinner and "tall stories" the shipmates retired and slept through a calm night.



The Captain was restless. A north wind was forecast and their anchorage was exposed to that direction. The morning sunrise revealed a still floating boat and a light northerly breeze. Raising the anchors and with spinnaker hoisted course was set for Corinella to refuel at the general store (a long walk from the jetty) before lunch back aboard.

Early afternoon had Lowanna under spinnaker heading for the Newhaven Northern Light, onward under the bridge into the Eastern Entrance and out into the Bass Strait swells. About 2 miles south of Cape Woolamai the spinnaker was dropped and the boat tacked back to anchorage at Red Point, Phillip Island. Mudbank and crew were happy; what a great sail. The ships anchor

was dropped at Red Point a little further offshore than Mudbank liked as the crew requested deep water to fish. The Captain obliged as an unhappy crew becomes discontent, and discontent leads to mutiny!

Late afternoon and evening passed and the happy shipmates retired. In the early morning hours a strong southwesterly changed roared in. They were stormbound for the day in choppy waters as they were a bit off the shore. Nevertheless card games passed most of the day with a difficult row ashore (due to strong offshore wind) in the afternoon. Mudbank made silent note to in future anchor in the most protected spot and take his chances with an onboard uprising. Had a dinghy oar been broken or lost the adventurers would have been swept out to sea in an instant to meet a wet demise.

The last day of the holiday had Mudbank ordering anchor raised and, with a fresh southwest wind, passage was made back to Hastings for boat and dinghy retrieval at the public ramp. It was a triumphant return! Captain Mudbank, Ray and his son Tony were pleased. What an adventure they had had. Interestingly, all agreed there was a strange atmosphere at the sea cave. Who knows what events have taken place there in the past. Was "Hole In The Wall" paradise? Not quite, although beautiful at higher tides, it is bleak at low tide and those low tide rocks would shiver any skippers timbers! Mudbank saw no sign of any channel anchorage. In reality, paradise is sailing with a convivial crew, a good ship, and fair winds.



Welcome to New Members

Our club welcomes another two new members.

Peter and Phyllis Stevens are from Colac and Peter has been active in the Lake Colac sailing club for many years. Peter joined the Murray River cruise and sails a Careel 22 called Shenanigans.

Geoff and Sue Harmer are also new members and are from Mt Waverley. They sail a Macgregor 26 called Gentleman Jack

TRAILER UPGRADE Becoming VicRoads Compliant

By Tony Pitt

I guess I knew that I wasn't compliant.

When I acquired Sapphire in 2005 I did weigh the trailer with boat loaded while unhitched from the car. It came in at 2150 kg. I reasoned that when hitched there would be about 200 kg on the drawbar, so it should be under the 2000 kg whereby a breakaway system was required.

But since then I have added a stern anchor, wooden seats to the pushpit, water tanks, bimini, boom tent, and a heavy duty mast crutch for towing. Then there is also the wet weather gear, extra jackets, BBQ, lake board, longer anchor chain and additional storage lockers. And quite a lot of this extra gear is tored rear of the axle, so is actually also transferring drabar weight to the axle weight.

Nevertheless it was still a bit of shock when I recently put Sapphire over a public weighbridge and got an axle weight of 2240 kg when attached to the car. Detached from the car (NSW requirement), the trailer and boat came in at 2440 Kg.

Something had to be done. My initial enquiries with marine suppliers were met considerable scepticism for an upgrade and I was told it was quite complex to convert an older trailer to be VicRoads compliant. I was

better off to buy a new one (\$15,000)! Further enquiry with two separate marine trailer manufacturers were similarly met with derision and quotes of between \$5,000 and \$9,000 to do the required work to upgrade the trailer to an electronically controlled braking with a breakaway system.

I wasn't in a hurry to spend that sort of money and mulled over what to do for several months. Then a conversation with the local trailer manufacturer down the road changed things a bit. He said it wasn't that complex to upgrade the trailer to be VicRoads compliant and suggested that the marine industry is oriented and biased towards renewal rather than repair. But he also wasn't prepared to do a fixed price quote because of some uncertainty as to what had to be done until he started pulling the trailer apart.

I floated Sapphire off the trailer and booked it in with the Trafalgar Trailers. Three weeks later I had a trailer with two new axles, new brakes on all 4 wheels, new towing hitch, electronically operated hydraulics, fail shut breakaway system and a control system in the vehicle. Total cost was \$3800 including GST.

I have now travelled over 1500 km with refurbished trailer and am fully satisfied with refurbishment. The trailer travels so well that I have to keep reminding myself that there is 2¹/₂ sitting behind the car. Should have done it years ago.

YOUR CLUB AND YOUR COMMITTEE

**Required: New Commodore
New Public Officer
New Committee Members**

There is little doubt that our membership strongly supports BTYC. Our club cruises and social events (when the government lets us have them) are mostly very well attended. We collectively enjoy sailing in company and individually benefit from then collective wisdom of the club membership.

A recent attempt to hold an annual general meeting of our club was unsuccessful and this has prompted some serious soul searching by our committee. Some of the

current committee members have been office bearers for the club for more than a decade and want to have a break. So it was disappointing when the advertised time and place for an AGM only attracted 5 people. Our constitution states that we require 16 members to be present at the AGM to constitute a quorum.

Our current committee has resolved unequivocally that they want to see our club continue. WE have been financially secure for many years and enjoy solid support from membership. The problem that we face is that our commodore has made it very clear that he wants to step down and is no one stepping up as a replacement.

At a committee meeting in late February this year, the current committee resolved that in the absence of a new commodore it would make provisions to meet the minimum requirements of the Office of Fair Trading so that our club retains its registration as an Association and retains the ability to protect our office bearers and cruise coordinators with public risk and legal liability insurance. Without these protections, we would not have a committee and the club would not exist.

But primarily we need some new committee members. Both Jim Reynolds and Phil Gooding joined the committee at the last AGM but we need to go further. Please give some serious thought as to whether you can take a major role in the future of BTYC.

The AGM will be at the Hastings Yacht Club on Sunday May xxx and there is a notice of the meeting in this newsletter. It will be very social as usual, but also will include some serious business of how to form a new committee.



Notice of Cruise
Children's Cruise
Gippsland Lakes
April 11th to April 14th

With possibilities of ruthless pirates, skipper and crews being held to ransom and buried treasure, the Children's Cruise is on again this year from April 11 to April 14. The cruise will also incorporate a little bit of sailing and perhaps a night walk. Commodore Edwin Flynn is leading the Children's Cruise this year so register directly with Eddie. The only requirement for participation is that at least one crew member must be under the age of 15.

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

- If you register for the cruise and are unable to attend, advise the cruise coordinator.
- Each 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 early.

Notice of Cruise
Easter Cruise
Gippsland Lakes
April 15th to April 18th

The 2022 Easter Cruise on the Gippsland Lakes will formally begin on Friday April 15th with a briefing at 9.30 am on the lawn opposite the pharmacy at Paynesville. Cruise Coordinator will be

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- 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 early.

Notice of Annual General Meeting

Hastings yacht club

Sunday May 1 at 12.00 pm

BBQ with an Annual General Meeting to follow

Bring something to cook on the BBQ and something to drink. Ladies please bring a plate, either a salad or dessert.

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