

Bayside Trailable Yacht Club

NEWSLETTER

October - December 2011

<http://www.baysidetrailableyachtclub.com>



Commodore's Welcome

Hello Baysiders,

A lot of water has gone under my keel since our last newsletter. I have cruised with the whales at Frazer Island, sailed at the Gippsland Lakes for our Season Opening on the Melbourne Cup weekend and also had a couple of local cruises on Westernport.

Every time I sail, I think how lucky we are with the wonderful variety of cruise destinations both Australia wide and also within easy access of Melbourne.

The sail up the Great Sandy Straits and Hervey Bay was a great adventure with six boats from the club taking part. This was a taste of the unknown, with navigation involved, some top sailing skills and conditions varying from hot, sunny and calm to strong winds and downright scary! There was also some great socialising.

Our season opening sail on the Gippsland Lakes, was plagued with windy, wet weather and unfortunately this may have put a few members off. There were however, nine boats attending and although we did find ourselves sheltering a lot of the time, we could hardly have had a better time. The opening barbecue was held at Ocean Grange and then the sail past and salute to the commodore was held the next day in Duck Arm. Skippers and crews dressed themselves and their boats. The Commodore took the salute and prizes were awarded. What a great time!

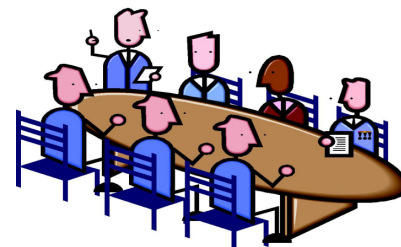
The events continue with cruises on Westernport and the Gippsland Lakes at end of November, the Christmas party on the 10th of December and then the Christmas cruise at the Lakes. So, come on, join in and enjoy your fellow Baysiders' company as well as some of the best sailing in the country.

We look forward to seeing you on the water,

Kenton Lillecrapp
Commodore



Your Committee



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
Social Secretary	Clive & Sue Aikman	03 5796 2384
Social Sub Committee	Ann Lillecrapp, Sue Morrissey	
Newsletter Editor	Edwin Flynn	03 9744 5593
Public Officer	Andrew Federowicz	03 9853 2261

Mailing Address:

The Secretary

PO BOX 2254

SUNBURY VIC 3429

Email: btycsecretary@gmail.com

Stories in this Edition

Page 2:

Annual Cruising Participation Award by Geoffrey Peplar
Legal Notice - Skipper's Responsibility, applies to all events

General Notice re Changes to Cruise Calendar

Page 3:

Melbourne Cup Weekend Cruise Report by Kenton

Mast Raising by David

Do you need a loan of a small outboard motor by Greg

Page 4:

Treasurer's Notice by Joan

Membership Secretary's Corner by David

Page 5:

Notice of Meeting

Membership Secretary's Corner

Page 6:

Notice of meeting

Letters to the Editor

Committee email addresses

Page 6 to Page 9

Fraser Island Whale Watch Cruise 2011

Annual Cruising Participation Award – Geof Peplar Award

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!

Post Xmas Party Day Sail

We are also planning a Post Xmas party day sail which should be fun. It will be held the day after the party, you can use your boat for accommodation (either in the water or on the hard at the back of the pub), then go for a sail. Please note if you wish to book a marina berth, this needs to be done ASAP. (Westernport Marina PH:59797400). Mention that you will be with the Bayside Trailable Yacht Club.

Other Xmas Cruising options

For those wishing a different Xmas cruise, Paul Tripp is intending to sail Port Stephens & The Myall Lakes and welcomes other boats to join him.

Following the Xmas cruises, the Australia Day cruise of the souther parts of Port Phillip Bay out from the Queenscliffe Marina should be interestin????g. We plan to explorwith many yachts in Geelong for the Geelong Race week. 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



Page 1/4

THIS NOTICE APPLIES TO ALL ADVERTISED CRUISES IMPORTANT PLEASE NOTE SKIPPER'S RESPONSIBILITIES



IT IS THE RESONSIBILITY OF ALL SKIPPERS TO:

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

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

IT IS THE RESPONSIBILITY OF ALL SKIPPER'S TO ENSURE THEIR VESSEL COMPLIES WITH ALL RELEVANT LEGAL AND SAFTEY 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 neen amended**

The Corio Bay Cruise has been changed. It is now the Queenscliff cruise. You will find the amended cruising calendar on our website.

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

Cruise Report

Melbourne Cup Weekend – November 2011

Gippsland Lakes

Boats participating:

Silk Department Take It Easy Playmate Winsome Crème Caramel Pirouette Trilby Ultimate Affair Nellie

The weather forecasts looked worse and worse as the weekend approached. Silk Department was packed and ready to go as soon as I arrived home Friday evening. Out along the Monash at a snail's pace and then at Narre Warren down came the rain. This was to continue non-stop until we reached Sale where the rain seemed to let up. In fact all we had done was get ahead of it.

We arrived at the Paynesville launch ramp at about 11.00pm and proceeded to make ourselves comfortable. Within minutes the rain caught up and stayed with us for the entire night.

We rigged up and launched and motored up to the lawn area for our briefing with Cruise Coordinator Joan. The weather looked particularly dirty, with rain threatening and thunderstorms forecast and a strong south westerly blowing so we decided to make Ocean Grange our first destination. A quick sail across from Paynesville with just the main up soon saw us comfortably tied up on the protected side of the Ocean Grange jetty. Winsome and Pirouette were already there and we were soon joined by the others.

By mid afternoon the rain had arrived, so we settled in for an early and long happy hour on Take It Easy. The rain continued into the evening and right through the night accompanied by a strong south westerly wind.

The morning dawned with the rain stopped, but still threatening and a strong south westerly forecast. We all decided that this was the best place to stay for the day and for the opening barbecue and that we would postpone the sail past. At about 1100, Shaun Douglass in Ultimate Affair was sighted sailing down the channel, but we were in for a surprise. As they drew near the jetty, we saw at the helm was one of Shaun's young daughters, confidently standing, holding onto the backstay and steering with her bare foot!

The next arrival was Nellie, with Sue and Clive Aikman aboard. A really memorable moment with Clive steering the little boat towards the jetty and Sue leaning far out to the side to greet us with her Harvey Wallbanger in hand. They also brought the barbecue, so we settled in at the picnic tables for a memorable opening of the season barbecue which ended up merging with happy hour.

Monday was very overcast and cold and windy but at least no rain, so we decided to head for Duck Arm for the opening sail past and salute to the Commodore.

Silk Department anchored just past the entrance to Picnic Arm and the fleet all gathered about 500 metres up wind, dressing up boats and dressing up people too. The Commodore and crew on the committee boat were dressed in matching navy jackets with shirts and ties and with the boat dressed with a magnificent set of signal and other flags.

One by one the members sailed past and made their salutes, respectful and otherwise.

At drinks afterwards in Picnic Arm, the Commodore awarded prizes. Take It Easy was awarded best dressed boat with its crew, Joan and Geoff dressed as captain and 1st radio officer from the Titanic (although we actually thought Geoff had his little cabin boy with him). Most respectful salute was from the crew of Winsome. Peter and Linda were dressed in identical red and both gave a magnificent salute as they swept past the stern of the committee boat, and perfect symmetry I thought with one saluting right handed and the other left handed! The prize for most disrespectful salute went to Peter Nyga on Playmate who showed what he thought of things as he sailed past with his big fog horn blasting out.

The next morning was time to say goodbye. Silk Department headed off for a magnificent sail right around Raymond Island before retrieving in Paynesville, while Playmate, Pirouette and Winsome headed for Metung.

A great weekend and a lot of fun despite some really awful weather.

Kenton Lillecrapp
Commodore



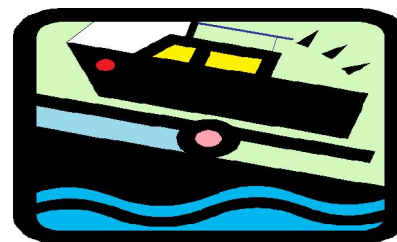
Mast Raising by Dave Morrissey

There has always been a lot said about the best way to raise and lower the masts of trailer sailers, I'm certain there isn't a right or wrong way, but there can always be a better way.

When I built Therapy, a Roberts 246, the design called for a $\frac{3}{4}$ fractional rig with a mast 10 meters tall. I looked around for a suitable mast, and finally found one that the supplier said would be suitable for my design at a very good price. Anything to save a \$, I bought the mast and then set about to modify it to suit my needs. This mast is 11.3 meters tall and weighs 44 Kg with the furler attached.

I started off with the usual idea of pushing the mast up from the cockpit by hand and using the sheet winch to pull up on the jib halyard, and then with the kids steadying the mast sideways from the ground, this was not going to work. The calculated line pull was about 1100 Kg and the mast swayed from side to side.

I now had to work out how to safely raise and lower while not loosing it over the side, a task that is now perfected as a 1 person job.



The most effective item I made, was a mast support with 2 rollers, this allowed the mast to roll more smoothly than the single roller and made engagement with the tabernacle much easier. Next, to stop the side to side movement, I made up a set of "dummy" stays. This consisted of a lighter stay connected to the mast below the spreaders and terminating just above the deck at a point that approximated the centre line of the tabernacle. Two other wires extend upwards from chainplates on the tumblehome to create the bottom portion of the tabernacle centreline. The two sections of the stay are separated by quick release snap shackles.

To overcome the high line pull required, an "A" frame is used to lift rather than pull the mast, this consists of 2, 3 metre lengths of 40 mm square Aluminium tube, hinged together at the top and connected to a fitting on the main chainplates. When not required, this frame folds together and fits inside the rectangular trailer chassis and folds down onto the pulpit between sails. Aiding the A frame is an additional "forestay" used only for raising and lowering, this is cut to a length that positions it at the peak of the A frame every time, and is then connected to the trailer winch over a roller on the bow.

The final innovation was to use a small 4WD type in-line winch, I took the wire off and replaced it with spectra and made up a reversing switch using relays, this enables remote control of the winch from the foredeck using a forward/reverse, on/off pendant.

Another thing I did was to change the uppers & lowers from stiff standing rigging wire to flexible running wire, this wire does not seem to kink as easily as the stiffer wire. The swaged on Sealock turnbuckles went in favour of "forked" end turnbuckles for about a $\frac{1}{4}$ of the price and the wires terminate with hand swaged eyes with thimbles instead of the more expensive roll swaged fittings.

This system does take a little extra time to set up, but it makes the job easier and safer, and best of all it works for me. The only down side, it's probably a bit hard to set-up on the water so going under bridges is out, maybe there is something in here that might make your job a bit easier too.

Do you need a loan of a small outboard?

As members are aware Greg Beanland loves the challenge of restoring old dead outboard motors. This keeps Greg very busy and happy in his workshop and over time he has accumulated one or two smaller outboards that work just fine and are available for loan to any member who may need one to use with a dinghy or during those times their own outboard is out of commission. Just contact Greg direct by telephone or email if you want a loan.

Don't forget, if you have an old small outboard under the house or even most of an old small outboard, please consider donating it to the club via Greg. If you are interested in attending an informal workshop on outboard maintenance contact Greg as well.

There will be some opportunity to work checking stuff on good outboards after all the mistakes are made on the donor outboards.

So if you have a dead smaller outboard waiting for the hard rubbish, e-mail Greg Beanland on irbs@optusnet.com.au or call 0438 137267 and we will arrange pickup of any donated outboards.

by Greg Beanland



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 Treasure

Joan Rockliff

Bayside Trailable Yacht Club

Unit 27/2A Bentons Road

MT MARTHA 3934

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 joanrockliff@desi.net.au 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

Notice of General Meeting

Sat. 10th September 2011 at 7.00 PM (immediately before the Club Christmas Party.
For privacy reasons please refer to attached invitation that will not be published on our web site

The meeting will be a brief event that will be following by our club's Xmas Party. Members will remember last year's event, it was fantastic. Well, we have learned a lot since then and this year's Christmas party is flagged to be even better, (as if that is possible).

The cost is being sponsored by the club so please take advantage and come to a truly happy event. When confirming your attendance please indicate if you prefer any special dietary needs ie. diabetic or gluten free or other requirements.

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

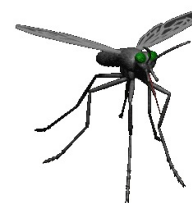


LETTERS TO THE EDITOR

From Joan Rockliff about Sand Flies

Hi Eddy

The sand flies were alive and very hungry during the Cup weekend cruise so I thought some or all of the info. on sand flies available at the Outback Crossing Web site may be good to put in the newsletter. We had a few pesky insects about during the Cup Weekend and I think many of us would have been glad of this info.



This is very good information about how to prevent or reduce sand flies and other insect bites and how to treat them and with what. The following is the web address for this information:

http://www.outbackcrossing.com.au/Information/Sand_Fly_Bites_and_Prevention.shtml. (Many thanks to the Outback Crossing Web site for the information.)

Fair winds - Joan

2011 Fraser Island Whale Watch Cruise Report By Kenton & Ann Lillecrapp Bayside Trailable Yacht Club

Extended cruise to Great Sandy Straits and Fraser Island - September 2011

Boats attending

Silk Department	Anne & Kenton Lillecrapp
Katrina	Sue & Clive Aikman
Spiders Web	Gerald Tate
Ultimate Affair	Shaun Douglas & Emily
Crème Caramel	Leslie & Ian Clapperton
Take it Easy	Joan Rockliff & Geoff Peplar

(Read this great adventure story in the pages following)



Baysiders at Wathumba Creek.
Photo by Ian Clapperton

The Adventure

Well, we had it all. A very long trip there and back, sunny skies, bags of wind, mystery radio warning, no wind, happy hours on the beach, big waves and whales galore.

The plan was to meet at Tin Can Bay Marina, sail up the Great Sandy Straits over two days to the big marina at Urangan (Hervey Bay) then an all day sail up to Wathumba Inlet at the top of Frazer Island. Spend about five days in the inlet, coming out to cruise with the whales and then sail back to Urangan Boat Harbour and back down the Great Sandy Straits over three days.

One by one we arrived at the marina at Tin Can Bay over a couple of days, launched and found our way to our allotted pens. Tin Can Bay is a very peaceful little fishing village set on a peninsula at the very southern end of the Great Sandy Straits. The marina is new, modern and has excellent facilities. While some of us took a full two days to get organised, Shaun and Emily arrived Wednesday evening and were somehow rigged, fully provisioned and ready to sail off with us at 0900 the next morning.

The forecast was for fine weather with a rising south east wind of about 25 knots. We motored out of the marina, logging on with the Coast Guard as we went and raised sails as soon as we were out of the channel for a fast sail down to the Wide Bay Entrance with a strong wind on the starboard beam. Keeping port and starboard hand marks in sight we sailed on in a strengthening wind, twisting and turning with the channel and finding just how strong the wind had become when the channel changed direction and forced us to sail hard on the wind. It was at this point that we had a great mystery. The group was just entering a more narrow section of the channel near Snout Point in the lead up to Gary's Anchorage where we proposed to spend the night when we heard a quite angry voice on the radio reprimanding: "This is Great Sandy Straits Coast Guard. Victorian Trailable Yachts, you are in a restricted waterway. Move to the right immediately." Those of us who heard the call were perplexed. It is a vast area and with the exception of one large yacht sailing towards us there was no one else around to see us or call to us. Not only that, we were completely in the right. We never solved that one! We think there may have been other yachts miles away on the other side of the Straits where there are vast military training areas.

We entered the shelter of Gary's Anchorage mid afternoon and dropped anchors in about 5 metres of water and organised our dinghies. There was a long happy hour on Take it Easy with eleven people on board for drinks.

An early start to take advantage of the tide saw us off in very light conditions motor sailing most of the time and concentrating on picking up the channel marks in the distance. The sun was bright and the weather warm and the whole panorama beautiful. Along here the Straits are miles wide, but shallow with sand banks and islands here and there. The channel is wide with marks sometimes a very long way apart and sometimes only on one side. Silk Department leading suddenly noticed the depth dropping rapidly and at the same time the rest of the group sailing off in a completely different direction. We had completely missed one mark and were taking a very shallow short cut!

At about this point the sky darkened and the light became orange. On our right hand on Frazer Island we could see a huge bushfire burning and, according to the radio, heading for Kingfisher Resort. This bushfire was still burning days later.

Near the entrance to the Mary River a beautiful north westerly filled in and we sailed for the next hour up to the bottom end of Big Woody Island where we reluctantly started motors again. Crème Caramel's motor was even more reluctant and refused to start at all, so ended up being towed the final ten miles into Urangan Boat Harbour by Silk Department, arriving just as the sun went down.

Wonderful to have a rest day at the marina with good showers, restaurants and the opportunity to resupply and sort out damage. Silk Department with a broken sail batten and jamming halyard and Creme Caramel's reluctant motor.

Sunday morning dawned fine but with strong north easterlies forecast – right on the nose for our long sail up to the northern end of Frazer Island. A quick briefing and we all headed out for the tricky trip across to Moon Point. A lot of short chop with wind on tide as we motored the first couple of miles and then sails up as we rounded the north cardinal mark and we were on our way. A really exhilarating sail with only a couple of tacks and by half way there we were starting to see whales.

Baysiders at Wathumba Creek.
Photo by Ian Clapperton



The group arrived off Wathumba Inlet about 1430 with at least an hour to wait before we could enter. We hove-to about a mile offshore in quite windy conditions, had a cup of tea and enjoyed an endless display of whales playing nearby. At about 1530 Silk Department led the group in through the shallow entrance and around to the anchorage. This is a large tidal inlet which is totally sheltered from the sea and to some extent the wind also. A large part of it dries out at low tide leaving a wide deep channel at the anchorage near the scrub & tree covered sandhills that separate it from the sea. It is a beautiful spot, although I noticed that compared with my last visit here five years ago, there has been considerable silting and the anchorage area has reduced enormously.

For a couple of days the wind blew very hard from the north west, preventing any thought of leaving the inlet, and we were very content to be safely anchored, exploring the inlet in our dinghies, fishing, enjoying happy hour and sunset from the trees at the edge of the beach and generally meeting and talking to other yachties there. On one of these

very windy evenings we were just leaving our dinghies to walk over to the beach for happy hour when two Careel 18s arrived in the inlet, racing through the anchorage under motor and being pushed hard by the 25 knot wind and the incoming tide. One of them just missed Katrina, then turned up wind, seemingly under control again. Reaching Silk Department he turned directly across her bow and was immediately flung up against her anchor rope by the wind and tide. He ran straight over the anchor rope with the motor running and then raced straight down wind and hard into the side of Katrina just as Clive and Sue

C/ntd:

were readying for happy hour. There was a lot of shouting and the two offenders continued on their way further down the inlet.

At about this point Ian and Leslie on Creme Caramel discovered that their keel winch had failed. This was OK in the inlet as the keel was almost in the fully up position, but it meant that once they left the inlet and put the keel down there was no way to bring it back up again and therefore no way of coming back into the inlet.

Wednesday dawned fine and sunny with a gentle breeze, so some of us ventured out to see the whales. And what a time we had. We saw many, many whales, but the best experience was having a huge whale come slowly up behind Silk Department as we sailed along at a bit over 5 knots. For about ten minutes it kept station with us about 3 metres behind our dinghy, coming up & blowing and then diving again time after time. At one point it came right up parallel to the boat and then rolled over showing its big white tummy almost directly underneath the boat and only about a metre below the keel. It was certainly a lot longer than the boat. It was a shame to spoil his fun, but we had to re enter the inlet before the tide fell any further or else stay out there for another six hours or so, so we left him to it.



Whale followed Silk Department - Photo by Kenton Lillicrapp



Opposite - Creme Caramel's thorn sail.
Above - Ultimate affair Photos by Ian Clapperton

north west into the still very shallow entrance after a couple of days of strong winds made it like motoring through a washing machine for about a mile. Shaun and Emily in the Ultimate looked as though they were bouncing up and down in one spot!

One by one we all reached the relative safety of the deeper water and raised sails for the long trip back to Urangan. Unfortunately in this process, Creme Caramel put a large rip in its mainsail and from then on had to sail with a double reef. With the wind fairly strong and from the south west we found that we had to tack all the way down the coast of Frazer Island until finally, a few miles before Moon Point the wind died out and we motored the rest of the way arriving at the marina in the late afternoon. Hot showers and a meal at the Boat Club were a very welcome change for us.

Thursday's forecast was for another strong wind warning with north west winds up to 30 knots. At 0600 the sky was overcast and the wind building. At 0700 Take it Easy had dragged her anchor and ended up in the bushes. Three very big catamarans came in to take shelter and an even bigger blue one headed out. As he passed us I called out "Very windy out there today" and the skipper called back "We hope so!" Well, we weren't going anywhere.

With a forecast that suggested a south west change the next morning and then worse to come for the next few days. We decided that we must get out of the inlet for our return trip as early as the tide would allow in the morning. At 0400 the north westerly dropped and at 0800 we motored for the entrance. The waves coming in from the



Cont'd



Spiders Web in rough seas - Photo by Kenton Lillicrapp

We were becoming quite used to having strong winds every day, but the forecast for Friday was particularly daunting with westerlies of up to 30 knots forecast for around midday. A quick briefing and then five boats set off at 0730 leaving Creme Caramel behind to sort out its keel winch problem. We bounced our way out to the north cardinal mark raising sails as we went, then entered the Great Sandy Straits between Big Woody Island and Frazer Island with a good wind on our beam. An hour later with the wind getting stronger Silk Department put a reef in the main, while Spiders Web reported by radio that she had been knocked flat in a sudden squall. We were racing along now and just as we reached the Mary River entrance we received the full force of the 30 knot westerly that had been forecast. Boats lay over and sails flogged and one by one we each dropped sails and started motors.

All was well under motor until we reached the area called Ungowa where the channel moves in very close to Frazer Island and then turns south west for four miles so that we were motoring almost directly into the screaming westerly and also contending with the short steep waves produced by the wind on tide effect. This time it wasn't just Shaun in the Ultimate who felt as if he was going up and down on the spot. We were all bashing and crashing our way under, over and through the waves and getting a good soaking as we went.

An hour or so later we entered the longed for shelter of Gary's Anchorage and dropped anchor in relative peace. Silk Department settled in for a very pleasant afternoon listening to the AFL grand final. With the wind so strong, even there in the anchorage, none of us felt like making boat visits in our dinghies.

Once again the forecast was a concern to us. There was a strong wind warning but things looked even worse for the next three days. A group decision was made to leave and we got away about 1130 to take advantage of the outgoing tide all the way to the Wide Bay Entrance. The wind was fairly strong, but in the right direction to give us a really good sail for most of the day, only needing to drop sails and motor up the final eight miles from the Wide Bay Entrance to Tin Can Bay. We motored up the Tin Can Bay channel next to the village with the setting sun making the water sparkle for the end of our cruise.

Good company, good sailing and a great adventure.

Kenton Lillicrapp
Cruise Coordinator