



Bayside Trailable Yacht Club NEWSLETTER

JANUARY 2015

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Plus BTYC regular features

BTYC Committee

Commodore	Kenton Lillecrapp	9836 6824
Past Commodore	John Prins	9755 1666
Secretary	Amanda Fedorowicz	9459 1826
Treasurer	Joan Rockliff	5976 4165
Cruise Director	Geoff Peplar	5976 4165
Social Secretary	Sue Aikman	5796 2384

Committee Members	Clive Aikman Tony Pitt
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COMMODORE'S MESSAGE



From Kenton Lillecrapp

Welcome to another summer, another sailing season and another newsletter.

The year has already got off to a good start with our Opening of the Season Barbecue at Andrew and Amanda's new home at Maldon and then, later in November, the Christmas picnic at Studley Park Boat House on the Yarra. Wonderful to see such good member participation at both events and an encouraging sign that we have gone the right direction this year with a picnic format for our Christmas function.

2014 was the first year under our new constitution. Not much really changed, but from a practical point of view it meant that we were able to hold the AGM in October, rather than in the depths of winter. We chose to hold it in conjunction with the opening barbecue at Andrew and Amanda's and for the first time in a while we did not struggle to get a quorum.

The AGM saw the election of your new committee. Or, more accurately, the re-election of your old committee. This is good for experience and continuity, but it would be great to get some new blood and new ideas. I urge you all to think about it over the coming year and consider taking on a position at the next AGM. It is a lot of fun and you certainly get to know other members. Anyone who is interested and would like to whet their appetite is welcome to attend committee meetings during the year on an informal basis.

Numbers were down a little this year at the opening of the season sail in November, largely because of the weather. For once the forecast proved correct and for two days we were scattered, sheltering in different parts of the Lakes and not daring to move out. At last on Monday we were able to get together in Duck Arm to hold the sail past and salute to the Commodore. What a spectacle! All boats and crews dressed up and giving respectful, disrespectful and even scary salutes with

appropriate prizes from the Commodore at our barbecue on the beach afterwards.



Looking at the rest of the season, we have several good cruises coming up starting with the Australia Day weekend cruise at the Gippsland Lakes. The forecast is starting to look really good for this and I am looking forward to it. On the March long weekend I will lead a cruise on Westernport, and then of course our traditional Easter cruise on the Gippsland Lakes. In between we have the extended cruise to Coffin Bay and Port Lincoln, although a number of people have had to pull out so numbers are looking a little shaky now. So get out there with your fellow Baysiders; enjoy the sailing and the good company.

Lastly, many of you will already know that Treasurer Joan Rockliff is about to go to hospital for a serious operation, now expected to be on 30th January. On behalf of all members I wish her well and look forward to seeing her back on the helm of Take it Easy in coming months.

Best wishes,
Kenton Lillecrapp

CRUISE REPORT – OPENING SAIL AND COMMODORES SAIL PAST CUP DAY WEEKEND 2014

From Clive Aikman

Participating Vessels:

Sallywag, Crème Caramel, Small Change, Serenata, Winsome, Sapphire, Good Cruzn, Jorgia, Winsome, Silk Department, (Trilby,) Nellie.

The sail past was eventually held on Monday 3rd November 2014, due to poor weather on the preceding days. There was a good breeze on the Saturday before the sail past with winds in excess of 50 knots being recorded at Paynesville outside the Gippsland Sailing Club. Not many boats on the water that day. However the weather on the Monday finally improved and it became a perfect sunny day with a light breeze from the south

east, favouring the venue at Duck Arm. Eleven boats participated in the sail past. Trilby waited for the wind to drop for 48 hours but had to leave early.

Ex member Mike Lyles was there in his yawl; good to see old members return, and John Prins drove around in his car. Norman and Annette were "around" during the weekend also.



The sausage sizzle was held again on the sandy, sheltered beach of Duck Arm, after the sail past. Sue Aikman provided a humungous silver platter of mixed goodies including smoked salmon, avocado, various cheeses, etc. From the galleys of several of the boats came a variety of salads to go with all the snags, cooked to perfection by Clive, who is also writing this summary.



Commodore Kenton, dressed for the occasion and ably assisted by Anne, awarded the following prizes during the BBQ:

Best dressed boat and crew: **Sapphire**. (Good to see them with their clothes on for a change)

Most respectful boat and crew: **Nellie** (very appropriate)

Most scary; **Winsome**. (That was without the added outfits)

FROM THE EDITORs DESK

From Tony Pitt

This is the second edition of our newsletter in colour and in this edition we have launched the BTYC Trade Page.

BTYC approached about a dozen businesses who supply a variety of services to our members and offered them the opportunity to list either a business card or a small display advertisement in this issue of the newsletter. The response was very positive and the result is very colourful. The advertisers cover a wide geographic area and a good spread of interests.

Peter Green of Peter Green Sails liked the idea so much that he decided he wanted to become a sponsor of our newsletter. So we now have two sponsors, Yaringa Boat Harbour and Peter Green Sails. A special thanks to Peter.

The concept behind the trade page has been to provide a set of contacts which are useful to members. Whether it is wanting work done on the boat, or storage or other services such as an overseas bare boat charter, the contacts will hopefully be useful. At the same time the trade page promotes and helps businesses that our committee in particular has found very helpful in the past.

Thank you to those businesses who have given us your support and we hope that there will be benefits from the trade listing to both members and the advertisers.

CRUISE REPORT QUEENSCLIFF MUSIC FESTIVAL November 28 to November 30, 2014

From Phil Gooding

Friday arrived and it was a beautiful sunny day, blue skies and light winds. Just perfect for sailing! Lolanda and I met up with Tony at the Martha Cove launch ramp around 10:30am. We were heading over to Queenscliff for the annual Queenscliff Music Festival that is held from Friday night until Sunday. Sapphire was rigged and nearly ready to be launched. After loading food and clothes on board, the boat was launched with no problems and we set off for the weekend. Motoring out of the marina we commented on how many of the apartments appeared to be vacant.

Steering South-West and heading towards Rosebud we picked up a nice breeze from the North-West but as we approached Rye the breeze started swinging further west and eventually we had to put in a tack. Luckily it was at the right place for us to follow the shipping channel towards the Heads and Queenscliff. A large container ship had entered the Heads and was heading towards us so we kept well to shore to keep clear of her. After she passed we moved in closer to the channel to

keep out of the shallows. We estimated our speed at 6-6.5 knots with a 15-20 knot breeze. Fabulous sailing on flat water.

The new tack was perfect to get to Queenscliff as the wind had continued to swing further south, and we skirted the shipping channel encountering a pair of friendly dolphins along the way. They swam around and under us for a minute or two then headed off on their own business.



Further along the channel we crossed over to the north side, as the shallows were encroaching on the southern edge. We also went in to have a closer look at the South Channel Island and fort. There were one or two boats with divers exploring the waters. Nearby tourist boats were out carrying sight-seers to the Chinaman's Hat to swim with the seals. We sailed close in for a look but kept our distance from the structure as there were swimmers in the water. The smell when downwind of the seal colony is something to miss!!



The breeze was still in a perfect direction to sail directly to Queenscliff but as it was way after Phil's lunch time so we decided to pull into the Pope's Eye (the Annulus) just off Queenscliff for a meal and rest. The perfect direction and strength of the wind meant that we had arrived close to Queenscliff a couple of hours earlier than we had originally

anticipated. Arriving in the protected waters of the Pope's Eye we found a couple on a dive boat exploring the rocks and underwater. We anchored off a ways and had a nice lunch and a cold beer. After lunch the Gannets that make the Pope's Eye home and breeding ground kept us entertained with their flying skills and mating rituals, some of which Iolanda managed to photograph successfully.



The perfect sailing weather continued and about an hour or so later we weighed anchor and continued on to Queenscliff and found our berth in the marina. The Queenscliff marina is a very modern and well appointed place to stay. The current runs very strongly, so entering the marina needs to be timed. Some of the berths, especially at the end of the fingers, are affected by the tidal flow and we had a challenge getting into our berth! We managed to berth without hitting anything (I think).

The jetty we stayed on was directly opposite the marina office where the showers and toilets were located, so it was very convenient. Next to us was Des and Sunny on a Sonata 7, who had sailed across from Blairgowrie. Tony had arranged to meet up with them via the Sonata Yacht Association.

A quiet late afternoon was now spent relaxing on the boat, as it was time for sundowners. Des and Sunny came over, and out came the chips, dips, wine, beer and a bottle of Bundaberg rum materialized. Happy hour rolled on for at least 2 hours, but then we decided to go for a walk in town as the music had started. Iolanda and I did not have tickets to the music venues but there was enough volume from the bands not to need them and still enjoy the music. We wandered up to the main street and looked at the shops that were now closed for the night and did a circuitous route back to the marina. Tony left

us to go back to the marina as Gaye had turned up after driving from Melbourne. When Iolanda and I got back to the boat it was late. Time to shower and retire for the night with the gentle rhythms of the music to lull us to sleep. Actually the music was loud and the doof-doof beats pounded out over the water!! Not to worry, sleep was not elusive.

The next day the weather was a perfect warm summer's day and Tony and Gaye headed off to catch some of the acts, as they had purchased tickets to the festival. I had arranged for my son Chris, daughter-in-law Rosie and grandson Ian, to come down from Melbourne and meet up with us at lunch time. Trying to use mobile phones to co-ordinate rendezvous was next to impossible as the phone system couldn't handle the mass of people in the town. Eventually we met up with them, more by sheer luck than anything else. By now it was lunch time and Tony and Gaye were trying to contact us by mobile phone and the same thing happened. As luck would have it we bumped into them on the street. For lunch we had beautiful, award winning pies from the Rolling Pin Pie and Cake Shop on Hesse Street. They won several awards in 2013 including "Australia's Best Pie" for their Jumbo Chunky Beef Pie. I can tell you that it was worthy of the award.



After lunch Tony and Gaye returned to the festival while Iolanda, the family and I went to visit the large market held on the lawns near the Queenscliff railway station. There are lots of good stalls selling foods, clothing, hats and many other goodies. As grandson Ian is not quite 2 years old he is fascinated by trains and a music train (this is part of the music festival and free for ticket holders) runs every hour with musicians in each carriage entertaining the passengers. It leaves the station and travels along the Bellarine Railway for about 30 minutes then returns back to Queenscliff. Passengers can change carriages to experience different acts and looks like a fun thing to do. We waited patiently for the train to arrive but it was running late so we had to keep Ian amused until it turned up. When it did he was enraptured with the chugging steam and smoke emanating from all over it. The engine is a small steam engine that has been renovated by the local rail

enthusiasts and pulls about 4 carriages. The crowd of people lined up waiting to get on the platform shows that it is a popular attraction at the festival.

From the station we made our way back to the marina and showed the family the yacht. Ian was at first reluctant to go on board but once his dad was aboard he was fine and really enjoyed climbing up and down the companionway steps. The doting grandparents are very pleased that he might soon be part of the crew on Good Cruz'n. The rest of the afternoon was spent exploring Queenscliff. The viewing tower near the ferry terminal at the marina entrance is well worth a visit. The lift takes you to the top where you are greeted by a magnificent view of Queenscliff, Swan Bay, Port Phillip Heads and Port Phillip Bay itself. When we stepped out of the lift the view was breathtaking and we all said WOW, including Ian but we don't know if he was truly amazed or just copying us! It sounded good though. Back down at ground level we all felt a bit peckish so went to the nearby fish and chipper for a plate of chips and a cold bottle of locally produced beer. It was getting late and the family needed to get back home so we wished them farewell and returned to the boat for a bit of a rest.

Gaye and Tony arrived shortly afterwards having thoroughly enjoyed the acts they watched and we got ourselves ready for dinner with friends of Tony and Gaye at the Queenscliff Hotel on Hesse St. We had a lovely meal with them and eventually headed back to the boat.

Sunday arrived with light cloud and no wind. After a slow start and quiet breakfast Gaye loaded up her car and headed back to Melbourne. As the wind was very light to non-existent we used the iron spinnaker most of the way home. This time we didn't see any dolphins or large container ships but we did keep out of the way of the ferries that go between Sorrento and Queenscliff. We tried several times to turn off the motor to see if we got any drive from the wind but we were getting nowhere at less than 2 knots so the motor went back on again. We could see wind lines over by the sandbanks but it was too shallow to sail over there. It wasn't until we got off Dromana that the wind picked up but by that time we had already dropped the sails and secured them. There were a couple of keel boats coming around Mount Martha Point that looked like they had a good sail moving very nicely through the water and tacking very professionally. Iolanda had no trouble finding the entrance to the marina and headed to the launch ramp to retrieve. There were a couple of boats already waiting to retrieve so we waited off the jetty, but of course as happens a small power boat snuck in in front of us so we had to wait for them to retrieve before we could tie up. Tony fetched the car and trailer and we retrieved with no issues and helped de-rig. Tony was happy to finish off so we loaded our left-over food and clothes into the car and headed home. This was a very enjoyable trip to a great town hosting a popular music event and would recommend it to anyone.

Sapphire will be doing this sail again in 2015.

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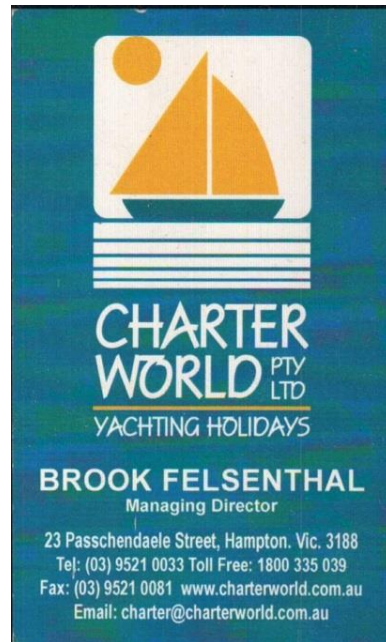
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Notice of Cruise

AUSTRALIA DAY CRUISE, PAYNESVILLE

Saturday January 24 till Monday January 26, 2015

Celebrate Australia Day and the long weekend with a relaxed sail in good company on the waters of the Gippsland Lakes. Enjoy warm weather, pleasant sailing breezes, overnight stops at various locations, scintillating conversation, fun happy hours, and generally have a good time!

Cruise Coordinator Dave Morrissey Mobile. 0457 734 969, Home 03 97407568

Launch at Paynesville or at other suitable location to be at Paynesville by 9.30 am on Saturday morning.

Briefing will be on Saturday 24th January, 1000hrs at Paynesville on the lawn area in front of the newsagent.

Cruise Plan to be advised at the briefing. The cruise itinerary will be weather dependant.

If you are unable to make the briefing by 9.30 am, advise the cruise coordinator by telephone.

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

- Advise the cruise coordinator of the intent to participate in the cruise. Advise no later than Thursday Jan 22.
- If you register for the cruise and for some reason are unable to attend, advise the cruise coordinator.
- The 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 the cruise early.

CRUISE REPORT- THE MURRAY RIVER, CUSTOMS HOUSE S.A. TO WENTWORTH NSW

From Geoff Peplar,

BTYC (196 KM). SEPTEMBER 2014.

BTYC Participating Vessels:

Katrina, Merlin, Tequilla Sunrise (hired), and Take it Easy.

Riverland Cruising Boat Club (RCBC) organized and ran this cruise with the theme of raising funds towards the restoration of PS Canally (B. 1907, Koondrook, Vic.) currently moored at Morgan. The intent is to make the vessel fully operational. As per the 2013 River Run, RCBC welcomed BTYC members who wished to join the group. Our BTYC crews on the four participating vessels all agreed to have their picture taken and is shown below.



The fleet of 41 vessels consisted of House Boats, Paddle Boats, Trailer Sailors (mast down), Half and Full Cabin Powerboats, Motor Launches, Tinnies and Punts. The Paddle Boats were notable as was an amateur designed and built TS with a bluff bow and unusual hull shape, constructed from Celery Top Pine strip planking glued and sheathed in a clear finish.



The vessels gathered along the riverbank at Customs House, Border Cliffs, located one km downstream of the SA/Vic border, and on Saturday 27th September 2014 they headed upstream for the eight day run. Overnight stops were at Higgins Cutting, Lock Seven Sandbar, Old Success Sandbar, Lock Nine (adjacent), Snaggy Point and Wentworth. There were two lay days. Locks Seven, Eight, Nine and Ten were negotiated along the route. On each days run a "Tail End Charlie" shepherded stragglers; "Merlin" did this duty on two occasions, once towing a houseboat off a shallow bank. The weather was wonderful with mild sunny days, although two days were very windy, with a Blundstone Boot blown from the deck of one vessel and hats lost! Crews on boats without overnight accommodation camped on shore and an ablutions trailer was provided each night. Resupply and refueling was provided by Lake Cullulleraine General Store at Lock Nine. Evening meal catering was arranged for four nights, a games morning, afternoon auction, and Red Faces night were conducted.



The 196km section of the River between the S.A border and Wentworth is remote, winding, and with few long reaches. The scenery along the Murray River is amazing with countless stately river red gums lining the banks. Where the meandering River touches the boundaries of its wide flood plain colourful cliffs are passed; the black and white banded cliffs at Devils Elbow being exceptional. Numerous large sandbars provide inviting beaches and the passage through natural cuttings where the River is demonstrating the process of how it forms an oxbow lake (billabong). The junctions of the Murray with the Rufus River, the Great Darling Anabranh and the Darling River are notable. Though wide, Rufus River navigation is disallowed as flows vary in accordance with water releases from Lake Victoria. Many tree snags exist, as do a few rock reefs but these generally lie close to the banks. Warrakoo Reach at the 676km mark is notoriously shallow but

navigable with care. Other shallows exist but are easily avoided using readily available navigation guides.

Several grand old station homesteads are on the NSW riverbank, whilst the Victorian side is mostly wilderness of the Murray Sunset National Park (with some camping areas).



The construction and operation of the Lock and Weir structures, built in the early decades of the 20th century create interest and the partly restored Kulnine Pump House (B. 1907), located just upstream from Lock Nine can be viewed. Remarkably, this installation was in use to pump irrigation water to Lake Cullulleraine up until 1963. The Pump House steam engine is run on some public holidays.

The large Paddle Steamer “Ruby” runs trips from Wentworth with her 20HP twin cylinder steam engine (ex sawmill) powering her along at a good clip! Apparently, as a passenger vessel, she was known as the greyhound of the Murray in her heyday.



The cruise vessels moored to the bank of the Darling River at Wentworth on Saturday 4th October and a presentation night followed dinner, with prizes awarded for various deeds noble or ignoble, best Red Faces acts, etc. This event marked the official cruise end. Next day a chartered bus took drivers back to Paringa to pick up cars and trailers, whilst some boats headed back downstream. The organization/running of the cruise was impeccable and BTYC members whom attended had a fantastic time.

INTERESTING FACTS ABOUT THE MURRAY

- Approximately seven km downstream of Customs House is the Chowilla Dam Site. The 1960's proposal was a fifteen-meter high wall some five km long would be constructed. Impounded waters would have reached to Wentworth, drowning red gum forests and covering Lake Victoria, some timber was removed in anticipation. The plan for a Dam on the Mitta Mitta River superseded the proposal.
- The River Darling/Murray catchment is 1057000 sq. km. Just under two thirds of this area does not usually supply water to the system. The Upper Murray catchment, under two percent of the area of the total catchment, supplies over twenty five percent of the total flow.

SAFETY TIP

From Joan Rockliffe and Geoff Peplar

Following the **total failure** of the bow towing eye on ‘Take It Easy’ whilst travelling at speed on the Calder Highway on the way to the Murray River Cruise, Geoff and Joan are of the opinion it is dangerous to rely only on the towing eye to keep the boat attached to the trailer.

The towing eye (listed as a “U” bolt in chandlery catalogues) failed at the minor diameter of the threaded sections, there does not appear to be any evidence of corrosion but the fitting does display slight deformation.



When towed the boat is now also attached to the trailer by stout line from a strong point on the stem to the trailer winch post.

Amended Notice of Cruise Update on the Long Distance Cruise 2015

Due to the necessary retirement of Joan Rockliffe from sailing for a period of a few months, both her and Geoff Peplar have been forced to withdraw from the Long Distance Cruise in South Australia later this year. This cruise takes in Coffin Bay and the Port Lincoln area.

Sallywag is undertaking the trip as originally planned and is inviting other boats to join. Ron Attard said that there have been a couple of other retirements from the original list of participants. Ron and Ruth are following the same itinerary developed by Geoff Peplar, with the exception of the Glenelg River section. Sallywag will be leaving for South Australia on about March 7. The itinerary was described in the September newsletter, but contact Ron if you would like to participate or if you want more information. Ron can be reached on 0466 514192.

Advertorial

Yaringa Boat Harbour.

Located on the shores of Westernport Yaringa Boat Harbour is a boating oasis. The largest marina south of Queensland, Yaringa offers a wide range of services to meet the needs of all boat owners.



Over 50 trailable yacht and 250 power boat owners currently utilize the storage, launch and retrieval service on offer. This service encourages boat owners to use their boats more by taking out the hard work and putting back the fun.

With 20 boat related businesses located at the marina including three shipwrights, a sailmaker, spars and rigging, trailer repairs, marine electronics, chandlery, boat covers and engine mechanics, just to name a few, it is easy

to get all your service and maintenance done in the one place.

Westernport's tidal range creates an ever changing landscape providing a different experience every time a boat owner ventures out. With safe anchorages available in most conditions Westernport provides the opportunity to enjoy extended stays. With just a little planning the tides can be used to advantage to get to and from your intended destination. One of the most enjoyable experiences is to undertake a complete circumnavigation of French Island. This is the



perfect trip for trailable yachts that have the convenience of being able to lift their keel, in case they run into shallow water, because either their navigation or timing of tides is a little off. This challenge can be completed all year round with the knowledge that there is a safe berth available at Yaringa when you return and somewhere to dine and enjoy a drink while you talk about the days experience.

Located in a RAMSAR area Yaringa provides a wonderful chance to do some bird spotting or perhaps a meeting with the local wildlife including seals and dolphins.

Less than 45 minutes from the south east suburbs of Melbourne Yaringa can be easily accessed via the Westernport Highway. With a licensed restaurant and café on site Yaringa is a great location to grab a snack, meal or just a cold drink and watch the comings and goings of a busy boat harbour.

Notice of Cruise Labour Day Weekend Westernport Bay

Saturday March 7 till Monday March 9, 2015

Cruise Coordinator Kenton Lillecrapp 0418 422099 98366824

Cruise Briefing:

The cruise briefing will be at the Hastings Marina, in the Marina Café at 9.30 am on Saturday morning, March 7.

Cruise Plan :

This will be a three day cruise and the tides are suitable for at least one overnight stop at Spit Point. The final destination and cruise itinerary will be weather dependant. If the weather is not suitable for Spit point, other possible venues are Sandy Point, San Remo and Red Point.

Tide Predictions for Stony Point

Friday March 6 2015		Saturday March 7 2015		Sunday March 8, 2015		Monday March 9, 2015	
High tide	2:15 am 2.57 m	High tide	3:01 am 2.65 m	High tide	3:41 am 2.72 m	High tide	4:15 am 2.76 m
Low tide	8:00 am 1.02 m	Low tide	8:49 am 0.89 m	Low tide	9:30 am 0.77 m	Low tide	10:06 am 0.66 m
High tide	2:27 pm 2.42 m	High tide	3:17 pm 2.56 m	High tide	4:01 pm 2.77 m	High tide	4:40 pm 2.77 m
Low tide	8:18 pm 0.85 m	Low tide	9:06 pm 0.81 m	Low tide	9:45 pm 0.79 m	Low tide	10:22 pm 0.77 m

Note: Tides at Spit Point are approximately 2.5 hours later than Stony Point.

Trailer storage and launching:

There is a public launching ramp with good facilities behind the yacht club. A private launching ramp is also available for use (fee payable) at the Hastings marina. Some members do like to pay an extra fee for secure trailer storage within the Marina yard.

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

- Advise the cruise coordinator of the intent to participate in the cruise. Advise by Thursday prior.
- If you register for the cruise and are unable to attend, advise the cruise coordinator.
- The 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.

UPDATED CRUISE CALENDAR 2015

<u>MONTH</u>	<u>DATE</u>	<u>EVENT</u>	<u>VENUE</u>	<u>COMMENTS</u>	<u>CRUISE/SOCIAL CO-ORDINATOR</u>
JAN	SAT 26 th TO MON 28 th	AUSTRALIA DAY CRUISE	GIPPSLAND LAKES PAYNESVILLE	BRIEFING AT PAYNESVILLE	Dave Morrissey PH: 0457 734 969
MAR	SAT 7 th TO MON 9 th	LABOUR DAY WEEKEND CRUISE	WESTERN PORT	BRIEFING AT HASTINGS MARINA	Kenton Lillecrapp PH: 0418 422099
MAR	TUE 3 RD TO THUR 12 TH	LONG DISTANCE CRUISE	COFFIN BAY S.A.	APPROXIMATELY 2-3 DAYS TRAVEL TO COFFIN BAY FROM MELBOURNE	Contact Ron Attard PH: 0466 514192
MAR	SAT 14 TH TO WED 18 TH	LONG DISTANCE CRUISE CONTINUED	PORT LINCOLN S.A.	SHORT TRAVEL DISTANCE BETWEEN COFFIN BAY AND LAUNCH AT PORT LINCOLN	Contact Ron Attard PH: 0466 514192
MAR	SAT 21 ST TO THUR 26 TH	LONG DISTANCE CRUISE CONTINUED	GLENELG RIVER VIC.	APPROXIMATELY 1-2 DAY TRAVEL FROM PORT LINCOLN TO LAUNCH AT NELSON, GLENELG RIV.	Cancelled
APR	FRI 18 th TO TUE 22 nd	EASTER CRUISE	GIPPSLAND LAKES	BRIEFING AT PAYNESVILLE	To be arranged Contact Geoff Peplar PH 0427 275632

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