



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

July 2017

In This issue

Cruise Reports Gippsland Lakes

Cruise Report Long Distance Cruise

Call for Subscriptions

More on Trailer Maintenance

Cruising Calendar 2017.18

Notice of Annual General Meeting

BTYC Committee

Commodore	Edwin Flynn	9744 5593
Past Commodore	Kenton Lillecrapp	9836 6824
Secretary	Edwin Flynn	9459 1826
Treasurer	Tony Pitt	0408 514581
Cruise Director	Dave Morrissey	9740 7568
Membership	Gaye Pitt	0408 266 325
Committee	Clive Aikman	5796 2384



This Newsletter is Proudly Sponsored By:



BTYC SEASON 2017/2018 CRUISE & SOCIAL CALENDAR

COMMODORE'S CORNER



Ahoy Baysiders,

It is time again think about the coming sailing season. We have achieved a lot during the last 12 months and most importantly, our on water activities have been very well supported. We have sailed the Myall Lakes, the Gippsland Lakes and we sailed around Port Phillip Bay. It has always been our club's strong culture that we look after one another, in particular when new members join us for their first club adventure. However well prepared one is before setting off sometimes "Murphy" calls and thankfully there seems always to be someone nearby to lend a hand.

We have added 6 new boats to our register of members. I am sure that when we meet on the water we will all make our new members very welcome.

Thanks to Yolanda and Phil (Good Cruzin') for organizing a terrific winter activity for us. 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 big thank you to those members who volunteered as Cruise Coordinators. They did a fantastic job.

Our club exists purely for the purpose of enabling BTYC members with family friendly cruise sailing activities. Planning a cruising calendar and other activities requires some effort by the elected committee of the club. The club cannot exist unless it is able to plan and conduct activities that its members want. Likewise the club members will not be able to have club activities without a club committee to plan and conduct the activities. So you

see we need a committee. One of the biggest compliments that a club committee can get is when members are engaged and participate. Please consider nominating for election to any of the positions on the committee. New committee members equal new ideas.

Your committee at present comprises of 6 volunteers whose roles are Commodore/Secretary (Edwin Flynn), Past Commodore (Kenton Lillecrapp), Treasurer and Newsletter Editor (Tony Pitt), Cruise Director, (David Morrissey) and two Committee members (Clive Aikman and Gaye Pitt). All of the committee positions will be declared vacant at the AGM. The positions that need to be filled are that of Commodore; Secretary; Treasurer; Newsletter Editor; Cruise Director and Committee member. We hope that this year we will not have joint positions again. Please think about your involvement in the club and what you can offer. It is very rewarding.

The Club Spirit and the Most Adventurous awards are only given to non-committee members and will be awarded at the Annual General Meeting. It could be you, so this is yet another good reason to come to the AGM.

Finally; thank you to our terrific committee members, Kenton Lillecrapp, Tony & Gaye Pitt, Clive Aikman and David Morrissey, for their work and untiring enthusiasm throughout the year. I look forward to seeing you all at the Annual General Meeting on the 2nd September.

PLIMSOL LINE for THE EDITOR

Tony Pitt

No colour printing for the newsletter for this edition?

The treasurer has pulled me aside and made it quite clear that we have to trim back a bit on the costs. The budget was over-committed. I think I can get him to agree to three colour editions a year, but this one had to be printed in black and white.

Thank you to all the contributors to the newsletter again this year. It makes my job very easy when so much rich material comes in from the membership. Keep them coming. And the material that you send in does not have to be restricted to sailing activity. I will publish almost anything, provided that it is likely to be of interest to our membership

CRUISE REPORT

Labour Day Weekend 2017

Gippsland Lakes

Peter Williams

Participating Vessels: *Winsome, Small Change, Crème Caramel, Katrina*

Winsome departed Melb at 10:00am Wednesday 8 March. We encountered road works and traffic congestion from Essendon thru the tunnel and out past Pakenham. Just outside Traralgon a passing motorist flagged us down to tell us we had blown the right hand rear trailer tyre. We certainly had. The tyre had disintegrated. Nothing was left except two sides of the casing. Fortunately the steel wheel had not been damaged. We changed to the spare and limped into Traralgon and found the local Bob Jane tyre store. He had one 14" light truck tyre. So armed with a new spare we set out for Paynesville. After more road work and a six hour drive we arrived at the ramp.

Small Change was in the car park and a 25 knot Easterly was blowing. We managed to get the mast up against the wind. It was too windy to launch so being 6 O'clock we went to the pub for tea. Nice meal. Small Change and Winsome launched the following morning in bright sunshine and tied up at the new pontoons in Paynesville. We had bacon and egg rolls from the bakery for breakfast (Yum). There was no wind so later in the morning the two boats motored to Ocean Grange. Linda then discovered that our floor carpet was wet. I spent the rest of the day removing carpet and floor boards searching for the leak. Eventually located as rain water getting into the quarter berth. A temporary seal put in and dry carpet re fitted. In the evening Small Change moved to Steamer Landing. We stayed on Grange until Saturday morning. Sunny and light winds both days.

We returned to Paynesville Saturday am. Small Change and Crème Caramel were at the jetty. After a discussion Crème Caramel sailed towards Loch Sport. Winsome towards Metung, and Small Change stayed in town. No other Bayside boats sighted. The day was sunny with 10 knot easterly breeze. A very pleasant sail. We moored stern in on the beach in Box Creek. A small charter yacht arrived and saw we were stern to the beach. They tried to do the same. Doesn't work when you have a fixed keel and fixed rudder. A little later a large charter yacht arrived. They went bow in to the beach. Because of the fixed keel they were some meters from the shore. One of the men

on board then dropped the anchor down into the mud. That was not going to hold. He then realised they had not been given a ladder to access the shore. So after a swim ashore from the stern they were finally tied up securely. An interesting group. They walked to the very end of Box creek and then swam all the way back to the boat.



Sunday morning we motored over to Chinaman's Creek. As usual the locals had taken over the jetty blocking all access. None of the boats were being used. We moored further down on the sand spit. Even that is now being occupied by locals. After hot showers we walked into Metung for a pie at the bakery. Also of interest there were at least a dozen AC Cobra sports cars in town. Later in the day Small Change arrived but did not stay.

Monday we started sailing back towards Paynesville with sunny sky and a light easterly breeze. This wind steadily increased in strength until we had 15 knots. A brilliant sail. With 25 knots forecast for that evening we went into Picnic Arm. In hindsight we should have gone on the beach in Duck. The wind blew a little but the 25 knots didn't arrive until late Tuesday. It blew all night and although we were tucked up at the back of the Arm noise and movement made sleep difficult.

Wednesday morning we were on the water by 0730. We motored back to Paynesville in roly seas left over from last night's wind. Arriving at the new pontoon we tied up next to Katrina. Talking to other boat owners it had been quite uncomfortable in Paynesville during the night also. We spent the day catching up with Clive and another couple we knew from our Geelong Trailable days. They have been keen sailors for many years but have now moved on to a nice 22' motor cruiser. A few drinks with Clive in the evening, pizza for dinner and off to bed.

Thursday am back to the ramp where we find another tyre on the trailer has failed. Put the new spare on, de rig and head to Bairnsdale to find a tyre store. Fortunately the Bridgestone dealer has three 14' light truck tyres and fits

them in 30 minutes. All good and four hours later we are home. The lesson with tyres is don't keep them for more than six years. Even if they look ok on the outside, they are probably failing from the inside. \$400 later I now have four new tyres on the trailer and a near new spare. Overall the weather was warm, sunny, with light winds. We had a couple of days where we encountered strong winds.

CRUISE REPORT

Long Distance Cruise 2017

MYALL LAKES NSW

Kenton Lillecrapp

Participating Vessels: *Silk Department, Grasshopper, Take It Easy*

Our jumping off place was Soldiers Point Marina, Port Stephens. We arrived in beautiful weather, rigged up and found our pens in the marina. This was to be our last good weather for a week! The forecast was heavy rain and severe thunderstorms every day. The next morning the boom tents went on and we proceeded with the shopping, filling water tanks, buying fuel, storing of cars and trailers.

We were due to sail off the following morning, but this was not to be. I awoke with a bout of arrhythmia (atrial fibrillation of the heart) and ended up in hospital at Newcastle for two days. Fortunately it sorted itself out and the cardiologist even thought it was better for me to continue the cruise than to pack up and go home. I spent the time in hospital looking out the window at the storm fronts coming across and watching the radar. Thunder and lightning, scudding rain and strong winds. By my last morning in hospital, Take it Easy had had enough of waiting and made a dash across to the start of the Myall River to Tea Gardens where they sheltered on the pontoon in front of the pub and shops. Martin and Denise drove down to Newcastle in a marina courtesy car in drizzling rain to pick me up.

We were back at Soldiers Point late morning and with a break in the weather and a strong easterly wind blowing Silk Department and Grasshopper motored out of the marina. With wind on tide the waves were big and we motored the 5 miles across to the Myall River, finally arriving at the Tea Gardens pontoon late afternoon. The road bridge about 500 metres before the pontoon has a clearance of about 10 metres, but looking up from the deck it seems as if the windex on top of the mast cannot possibly avoid being brushed off.

Joan and Geoff in Take it Easy that morning had taken advantage of the same break in the weather to make a run for it up the river and to shelter at Legges camp. A trip of about 4 hours. We were destined to shelter on the pontoon at Tea Gardens for 3 days. Each day the forecast was worse. For the whole time we had some of the heaviest rain we have experienced and winds gusting up to 45 knots while Joan and Geoff had similar conditions on a mooring buoy at Legges Camp. It was about this point that I decided that there was no hope of my solar panels charging up the batteries sufficiently to run the fridge in this weather, so I bought ice at Tea Gardens and simply used the fridge as an Esky from then on.

For something different we walked over the big bridge to Hawks Nest and the very stormy ocean and afterwards had a swim and a cold shower in the local pool.

The forecast continued to be bad but we decided to make a run for it up the river and then across the bottom lake to the lagoon near Nerung where we would meet Take it Easy. The tide runs very strongly at Tea Gardens and you need to leave there about an hour or more after slack water so that you have the incoming tide with you and sufficient depth in the river to avoid the many sand banks and shallows but to not leave so late that you are against the outgoing tide in the upper reaches of the river. We must have misjudged things as the sand banks were a constant problem. On top of that for nearly an hour of the motor up the river we had continuous heavy rain. Despite the appalling conditions, the journey up this long winding river is delightful. Wonderful jungle scenery and wildlife. A real sense of isolation and at the top end – Deliverance country!

We motored into the very sheltered lagoon near Nerong in the late afternoon and met up with Take it Easy, already at anchor and even some weak sunshine to greet us.



The next morning was fine, but cloudy and a gentle N/E breeze of 15-20 knots. We had a wonderful sail across the main lake to Legges camp with reefed mainsails for comfort. Lunch on mooring buoys at Legges camp and then another exhilarating sail all the way to Violet Hill with the 3 Noelex's all racing each other.



Having lost so much time through hospitals and bad weather we knew we would not reach the top of the top lake so a compromise was in order. We sailed off the next morning in a weak sun and 15-20 knot N/E wind to explore the nearby islands and then lunch in the shelter of Long Point. It was so warm and sheltered here that we each had a swim. Then another glorious sail back to the mooring buoys off Violet Hill for the night.

The morning broke fine but heavily clouded and a forecast of light, variable winds. Not what we have been used to! We ended up motoring all the way to Legges Camp and then across to Mungo Brush where we anchored off and took our dinghies in to the shore to do the rain forest walk there. Spectacular! By the end of the walk the sky was even more threatening and as we rowed back to the boats the rain started again! More motoring. This time back to the lagoon at the bottom of the Upper Myall River where we anchored again. No happy hour this night. We only just had time to rig our boom shelters when the heavens opened and we had the heaviest rain of the trip. And then, just after dark one of the fiercest thunderstorms we have experienced. At one point there was a huge flash of lighting and with it a massive crash of thunder seemingly right on top of us. It had us all on the radio checking to see whether each boat was still in one piece.

The trip back down the Myall River was uneventful except for the ever present danger of hitting shallow spots in the lower reaches. Lunch on the pontoon at Tea Gardens

again and then our final sail back to the marina at Soldiers Point in a strong southerly.

Terrible weather, but we still had a wonderful cruise. I'm sure we'll be back here again.

More on Essential Trailer Maintenance

By Tony Pitt

The last newsletter contained some ideas and thoughts on essential and non essential trailer maintenance. The topics covered included wheels and hubs, tyres, wheel bearings, springs, brakes, and lights. Since that time two members have commented further on the importance of trailer maintenance, both from personal experience:

See Peter Williams article in this newsletter about his multiple flat tyres on a recent trip to the Gippsland Lakes. Peter Believes that 6 years is probably about the maximum age for trailer tyres, not the 10 years that I had advocated in the last newsletter. I will accept his judgement and feel guilty about the tyres that I currently have fitted to the trailer.

Dave Morrissey has told me that checking and tightening up the U bolts around the springs is important. They can work there way loose, with fairly serious consequences. Dave thinks this should be at least part of an annual trailer overhaul, with more frequent casual inspection during washdown etc.

Thanks Dave and Peter

Communicating on the Water

The BTYC Committee has determined that as a matter of club policy every vessel that participates in a club activity must be fitted with a marine radio.

The most commonly used marine radios for small craft such as ours are 27 Megahertz radios and VHF radios. The preferred radio is a VHF, as it operates in less cluttered airwaves, has a broader range of channels, and has the option for longer distance calling.

If your vessel does not have a marine radio, please make arrangements to have one fitted.

Notice of Cruise Paringa to Morgan Murray River

Monday September 18 till Friday September 29, 2017

Cruise Coordinators : Joan Rockliff and Geoff Peplar 0427 275632

Launch at Paringa on the Murray which is just a few kilometres upstream from Renmark.

Geoff and Joan have prepared a detailed cruise plan which is available directly from them. The cruise will be mast down and travel a total of around 160 nautical miles over 12 days visiting many historic sites remote wetlands, Riverland towns and other points of interest along the way.

This will be a BTYC event, as distinct from a cruise organized by other clubs in which we have sometimes collectively participated. It is organized by trailable yacht sailors for the enjoyment and participation of other trailable yacht sailors.

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

- Advise the cruise coordinator of your prior intent to participate in the cruise. In this case, at least a week before and preferably more advanced notice.
- 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. Geoff and Joan have prepared a list of the relevant charts.
- 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.
- Maintain a marine radio listening watch at all times on the water during the cruise.

BTYC Subscriptions Now Due

This is your official notice that your annual subscription is now due.

Subscriptions remain unchanged at \$50 per vessel

Payments can be made by EFT or by posting a cheque. Send cheques to Gaye Pitt, [REDACTED]
[REDACTED] Make cheques payable to the Bayside Trailable Yacht Club, cross them and endorse with Account Payee Only.

Payments by EFT are to the BTYC bank account. Identify the payment with your boat's name.

Bank :	Westpac Banking Corporation
Branch:	Karingal Shopping Centre Vic
Branch Number :	033-138
Account Number	368458
Account Name:	Bayside Trailable Yacht Club Inc

BTYC SEASON 2017/2018 CRUISE & SOCIAL CALENDAR

<u>MONTH</u>	<u>DATE</u>	<u>EVENT</u>	<u>VENUE</u>	<u>COMMENTS</u>	<u>CRUISE/SOCIAL CO- ORDINATOR</u>
SEP 2017	SAT 2nd SEPTEMBER 12.00 midday	PRE SEASON BBQ & AGM	WARNEET MOTOR YACHT CLUB, WARNEET	SEE MEETING NOTICE ENCLOSED WITH THIS NEWSLETTER.	EDWIN FLYNN 0413 454029
SEP 2017	SEP 18 to SEP 29	MURRAY RIVER CRUISE	PARINGA to MORGAN, MURRAY RIVER	MAST DOWN CRUISE ELEVEN DAYS ON THE RIVER 4 LOCKS, 3 VINEYARDS	JOAN ROCKLIFF GEOFF PEPLAR 0427 275632
OCT 2017	SAT 4 th NOV TO TUES 7 th NOV	OPENING WEEKEND & SAIL PAST	GIPPSLAND LAKES PAYNESVILLE	SAIL PAST ON SATURDAY SOCIAL AFTERNOON BIG SAIL SUNDAY & MONDAY	TONY PITT 0408 514581
NOV 2017	SAT 25 TH NOV	BTYC XMAS PARTY	760 NILMA SHADY CREEK ROAD, NILMA NORTH	1½ HOURS EAST OF MELB CAMPING AVAILABLE MORE INFO NEXT NEWSLETTER	GAYE PITT 0408 266325
DEC 2017	TUES 26 th DEC TO MON 1 ST JAN	XMAS CRUISE	GIPPSLAND LAKES PAYNESVILLE	BRIEFING AT PAYNESVILLE	TO BE DETERMINED
JAN 2018	SAT JAN 6 TH TO SUN JAN 14 TH	AROUND THE BAY IN 8 DAYS	PORT PHILLIP	LAUNCH/RETRIEVE AT MARTHA COVE. MORE INFORMATION NEXT NEWSLETTER	TONY PITT 0408 514581
JAN 2018	FRI 26 th -JAN TO SUN 28 th JAN	AUSTRALIA DAY CRUISE	GIPPSLAND LAKES PAYNESVILLE	BRIEFING AT PAYNESVILLE	EDWIN FLYNN 0413 454029
FEB 2018	MON 29 th JAN to FRI 2 nd FEB	MID WEEK CRUISE	GIPPSLAND LAKES	BRIEFING AT PAYNESVILLE	EDWIN FLYNN 0413 454029
MAR 2018	SAT 10 TH MAR TO MON 12 TH MAR	LABOUR DAY CRUISE	WESTERNPORT BAY	ANTICLOCKWISE CICRUMNAVIGATION OF FRENCH ISLAND	KENTON LILLECRAPP 0418 422099
MAR 2018	FRI 30 TH MAR TO TUES 3 rd APR	EASTER CRUISE	GIPPSLAND LAKES	DETAILS TBA (OPTION TO SPLIT FLEET DEPENDENT ON LENGTH OF STAY)	TO BE DETERMINED
APR 2018	WED 4 TH APRIL TO WED 11 th APR	LONG DISTANCE CRUISE	THE COORONG & LOWER MURRAY , SA	ALLOW 2 OR 3 DAYS TRAVEL FROM MELBOURNE. FURTHER DETAILS PENDING	KENTON LILLECRAPP 0418 422099
MAY 2018	To be determined	BOWLS TOURNAMENT	MONT ALBERT	NOT TO BE TAKEN TOO SERIOUSLY	IOLAND CRUZ PHIL GOODING 0425 717075
MAY/JUN 2018	To be determined Short notice	WHALE WATCHING	PORT PHILLIP	SAILING PARTICIPANTS WILL NEED TO BE ON STANDBY FOR WHEN THE WHALES APPEAR	EDWIN FLYNN 0413 454029

Annual General Meeting and Pre Season Barbecue

12.00 midday

Saturday September 2nd 2017

At

The Warneet Motor Yacht Club, Warneet

This should be a great opportunity to cast off the winter woollies and do a bit of catching up with other club members. The barbecue will be ready for use from 12.30 pm onwards. Bring your own meat and non alcoholic beverages. There will be salads and some after lunch nibbles which the club is providing at a cost of \$5 per attendee. Please be aware that the club licence does not permit us to consume our own alcohol on the club premises.

The Annual General Meeting will follow after the BBQ lunch. Please seriously consider putting yourself forward for the committee. Our club has grown over the last couple of seasons and it would be great to see some of our new members involved with the club committee.

For catering purposes, can you please let Edwin Flynn know of your intended participation. RSVP directly to Ed on 0413 454029 by Wednesday 30 August, 2017.

This Newsletter is Proudly Sponsored By:

