

# Bayside Trailable Yacht Club

## NEWSLETTER

June 2013

<http://www.baysidetraibleyachtclub.com>



### Commodore's Welcome

Hello Baysiders,

Well, here we are, almost at the end of another year. On the cruise front we have had some really well attended cruises on the Gippsland Lakes and some not so well attended cruises closer to home on the bays. On the social side we held a great opening barbecue at Andrew and Amanda Federowicz' home and in November a really successful Baysiders Christmas party at the Hastings Yacht Club. And just last weekend we wound up the year with our Mid-Winter Getaway where we based ourselves at Clive and Sue Aikman's at Avenel.

This time of year also means that our AGM is just a few weeks away (see later for Notice of Meeting). Once again the meeting will be held at the Mordialloc Sailing Club and we will be starting with some hearty soups to warm you up. Please come along and support your club. All committee positions will be open for nomination, so please consider whether you might be able to contribute to the running of your club over the coming year. It can be a lot of fun.

Apart from the election of officers and general committee there is one really important matter that I will bring you up to date on at this meeting, although there will be no action and no voting until we hold a Special General Meeting in October. In November last year, the "Associations Incorporation Reform Act 2012" was enacted. All associations (like the B.T.Y.C.) incorporated under the previous Act must now make appropriate changes to their constitutions or, by default, they will have as their constitution the "model rules" as prescribed by the new Act. I will be discussing our proposed changes (very few) and seeking to put in place the written notice from members which is required to start the ball rolling towards the meeting in October where the motion to amend the existing constitution will be put to members.

In the meantime, enjoy this crisp winter weather, get out there and do those boat and trailer maintenance jobs and get ready for a whole new season on the water.

Kenton Lillecrapp  
Commodore

### **Notice of Ordinary Meeting and Annual General Meeting**

To be held at the Mordialloc Sailing Club

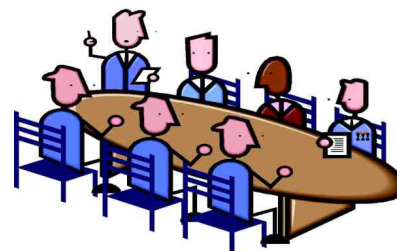
Address: Foreshore, Aspendale

Date: Friday 12th July 2013

Time: from 8.00 pm

A General Meeting, followed by the Annual General Meeting of the Bayside Trailable Yacht Club Inc will be held on Friday 12 July 2013 at 8.00pm at the Mordialloc Sailing Club (entrance via the laneway at 12A Bowman Street, Aspendale 3195). Melways 92 E2.

### **Your Committee**



Commodore	Kenton Lillecrapp	03 9836 6824
Past C'dore	John Prins	03 9755 1666
Secretary	Amanda Federowicz	03 9459 1826
Treasurer	Joan Rockliff	03 5976 4165
Cruise Director	Jeffrey Peplar	03 5976 4165
Other	David Morrissey	
Membership Secretary	Wayne Ross	03 9781 2628
Social Secretary	Clive & Sue Aikman	03 5796 2384
Social Sub Committee	Ann Lillecrapp, Sue Morrissey	
Newsletter & Web Site 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](mailto:btycsecretary@gmail.com)

### **The 2012- 2013 Cruise Calendar**

The Cruise Calendar is available to view anytime by visiting our website.

<http://baysidetraibleyachtclub.com/cruising-calendar.php>

## LONG DISTANCE CRUISE REPORT

### MURRAY RIVER, RENMARK TO HOLDER BEND, APRIL 2013

(by Joan Rockcliff and Geoff Peplar)

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BTYC Vessels participating: Katrina, Careel 22 (Sue & Clive Aikman), Seafaring Blue Bottle, Farr 7500 (Jill & Graeme Bale), Dick Van Dyke, Caravan (Joan Rockcliff & Geoff Peplar & boat dog Wilma).

At a committee meeting in 2012 it was decided, following a submission from Clive Aikman, that the long distance cruise for the year 2012 would be held on the Murray River during September. With Clive as cruise co-ordinator, BTYC vessels would tag along with craft from the Riverland Cruising Boat Club (RCBC) whom conduct an event known as the Murray River Run on a biannual basis.

During the course of 2012, BTYC boats intending to participate registered with the RCBC, then carried out preparations as required and looked forward to the trip. As the event drew closer, however, news was received from the RCBC that due to high river flows the event was to be postponed until April 2013.

As April of the New Year approached participating vessels again prepared in eager anticipation. Two weeks before the event the crew of Take It Easy towed the boat home with intention to remove the mast, etc. then the next morning tow the boat to a mechanic for an engine service. Unfortunately in the late afternoon a car slammed into the parked rig, resulting in non serious injuries to the driver (thank God for airbags), deep scratches to the boat, a written off trailer and a bent towbar. Joan, thinking that was the finish of the trip plans, contacted Clive with the bad news! After some thought and discussion, Clive suggested Joan and Geoff tow their caravan and follow the fleet, and in turn, accompany Clive and Sue on Katrina on the daily runs. His idea and kind offer were gratefully agreed to.

So after all the drama, BTYC boats and one caravan joined the fleet on Saturday the 20th of April at Renmark S.A. for introductions, show bags, the cruise briefing, and later for an evening meal at the Paringa Hotel. The next morning about 40 vessels of various shapes and sizes (large and small house boats, pontoon boats, full and half cabins, tinnies and trailer sailers with or without a mast), set off downstream, negotiated the lift span Paringa Bridge, Lock 5, then headed for Berri 38km distant. Although the weather was cold and showery crews were happy as they moored in the marina at Berri for the night.



Katrina C22/100 dressed for the occasion

The next morning, with vastly improved weather, the days' 37km run took the vessels past Goldmine Cliffs and through Lock 4 at Bookpurnong. One houseboat crewmember played haunting tunes on the Bagpipes as the water in the lock lowered (perhaps he thought he was sinking). Travelling via Whirlpool Bend, Rilli Island and Thieles Sandbar, the fleet moored at Loxton either to the bank of the river or in a small inlet. Crews then relaxed and chatted and looked forward to the next days' activities.

Tuesday the 23rd, a lay day, saw crews strolling up to town for vessel resupply and in the afternoon a mini "Olympic Games" were held accompanied by much hilarity. During the games someone appeared in an inflatable costume, managing to create mirth within the group and severely frightening the various ships dogs. That evening with some crews dressed in period costume, dinner was served in a restored hall within the Loxton Historical Village.

The next day a 37km leg saw the fleet pass Habel Landing, Jachmann's Bend, various cliffs, Pyap Reach, and the long Seven Mile Reach to arrive and moor at Moorook. Wild rubber ducks were captured along the way, some not taken without a fight as they tried to hide in the reeds! Following a relaxing afternoon the group had dinner at the Moorook Club. A wake was being conducted in the club bar, but it was by no means a solemn affair, the mourners chatted happily as they took refreshments and loud music kept them (and the small township) entertained.

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On Thursday the 24th the vessels travelled 29km, passing the salient features of Wachtels Lagoon, the huge Kingston On Murray Bridge and Lock 3. Overland Corner was the most remote destination of the cruise, and very beautiful, with the historic Overland Corner Hotel about 1km inland. Dick Van Dyke had to be towed slowly down a dirt track to the camp spot. Later, a hilarious "Red Faces Night" provided entertainment for the group with joke tellers, singers, dancers, and one act comprising the aforementioned Bagpiper and person in an inflatable costume dressed as a Scotsman, dancing a jig. Again the ships dogs had trouble.

The following day being a lay day, the BTYC group and Jill and Graeme's son and family visited the Overland Corner Hotel .This extremely interesting hotel, built in 1859, is like an outback oasis with a bandstand, lawns, large trees and shaded tables for the patrons to enjoy the refreshments. Many historic artefacts and photographs are on display. Apparently, limestone cliffs on the river downstream of the hotel contain many shell fossils. Following drinks, a very pleasant lunch at the hotel, and a relaxing afternoon, the evening meal back at the mooring area was fully catered and followed by an entertaining auction of donated goods with proceeds going to the Huntingtons Foundation.

First weir/lock to be built: Blanchetown, 1922

The Murray River is permanently navigable upstream to the top of the Mildura pool at Nangiloc.

The last leg of the trip on Saturday the 27th was 39km to Holder Bend just upstream of Waikerie. The day was very warm with a gusty wind, and on some of the river reaches a 6 inch sea was running. This seemed rough after the completely calm waters of the previous days, but was of no concern! Geoff did half the journey with Clive and Sue, then, rendezvousing with Joan towing the van, she completed the run to Holder Bend with them. On this leg Seafaring Blue Bottle was observed being towed by their son's vessel (was this a rescue or saving fuel?). On the run this day the fleet passed three sets of quite remarkable cliffs, some with trees growing from them horizontally, and one containing a cave; each set of cliffs being higher than those preceding, and at one point being almost gorge like. The scenery along the river was certainly never boring. At Holder Bend the crews again relaxed until the catered evening meal. Presentations were then awarded, for deeds admirable or not, number or type of ducks captured, best Red Faces acts, best period costumes and thanks to committee members, etc.

Sunday saw the end of the event and those crews with cars and trailers bussed back to the vehicle lockup at Paringa. With vessels retrieved and goodbyes said the group parted, with one houseboat crew reprising the Bagpiper/Scotsman act as they sailed off downstream.

In summary it was a great experience, the River is amazing, the River Run was amazing, and everyone was friendly and helpful. The Riverland Cruising Boat Club event organization was exemplary, they had lighting set up for the evening entertainments, excellent caterers, an ablutions trailer follow the fleet by road with maintenance crew, rubbish bins, refuel available and the event even raised money for charity!

A big thankyou is offered to Clive Aikman for his original cruise suggestion and volunteering to be cruise co-ordinator, and to Sue and Clive for their onboard hospitality; what could be better than cruising along the Murray with a Harvey Wallbanger for morning tea? Also, it was good to catch up with ex BTYC member Mike Lyles who attended with the lovely open boat built by him. The crew of Take It Easy definitely plan to join the next run, hopefully this time with their boat, then again, they wonder how large are the pontoons required to float a caravan?!

Length of cruise: 180 km approx.

Length of Murray River: 2995 km

Locks negotiated: 3

Water level rise at each weir/lock: 3 metres approx.

Total number of weir/locks on Murray/Darling system: 14

Joan & Geoffrey – (Take it Easy)



## Easter 2013 Gippsland Lakes Cruise.

The following boats participated in the cruise.

Crème Caramel, Diamonds are Forever, Good Cruzin', Katrina, M-26, Panacea, Pirouette, Play Mate, Sapphire, Scott Free, Sea Dove, Sea Goose, Silk Department, Simply Magic, Small Change, Trilby, Wanton, Windermere.

Cruise co-ordinator Norman Munns proposed that for those boats wishing to remain on the water long enough could proceed to Plover Point and then onto the Perry River. Others with time limitations can go onto closer destinations such as The Grange, Lakes Entrance or other locations. As Sea Dove was experiencing some water seepage around the keel Paul and Debby decided to remain close by at the caravan park. Sea Goose, M-26, Play Mate, Scott Free and Trilby also decided to sail to nearby destinations. The rest of the fleet set off to Plover Point. Wanton being a late arrival had to stock up with food and water and remained at Paynesville, planning to catch up with the fleet at Plover Point later that day. Unfortunately I did not leave until early in the afternoon and by the time I sailed past the Banksia Peninsula the wind changed dramatically to the South West and I decided to head back to Paynesville and wait until fair weather the next day. At Paynesville I met Sapphire and Katrina. Katrina could not come to Perry River due to guest commitments and the next day Sapphire and Wanton headed off to Plover Point. We motor sailed in the light conditions and arrived at Loch Sport for lunch and refuelling. With favourable winds we were able to have a nice sail from Loch Sport of Holland's Landing. Due to current and wind direction as we entered McLennan Strait we turned our motors on and motor sailed into the straits. We arrived at Perry River late in the afternoon where we were welcomed by most of the fleet that had remained there for the day. We found out that Crème Caramel, Pirouette and Silk Department had proceeded to the Perry River. The next day the wind became very strong again from a Westerly direction kicking up quite white water on Lake Wellington. The Perry river adventurers decided to sail back to Plover Point under reefed sails and joined us about lunchtime. We helped them to beach their boats and tie up after which we spent an enjoyable afternoon on the Plover Point beach. To everyone's delight Brian (Panacea) played BBQ master cooking up a bunch of Kranskies sausages that were consumed with a nice cold beer or a cup of tea. Whilst all this was going on Norman (Windermere) decided to cast a fishing line and within minutes pulled up two huge carps which are unfortunately very common in the rivers feeding into the lakes. We were also on the receiving end of the duck-shooting season. On one occasion pellet shot landed (thankfully harmlessly) on some of our boats.



On the funny and ridiculous side of things I have to recite a scene that Wanton and Sapphire encountered on the way to Plover Point. There we were under full sails with our motors just ticking over to negate the strong current, as we sailed by a fully camouflaged dinghy. The dinghy and its occupant were fully decorated with reeds and branches and there we were sailing past in full sails with and our outboard motors ticking over, just metres away. You had to be there to appreciate how ridiculous the whole scene was. We did not hear any shots from that direction for a long, long time. Unfortunately I did not think to take a photograph of the scene.

Silk Department had to leave early due to work commitments. The remaining fleet of nine namely; Crème Caramel, Diamonds are Forever, Good Cruzin',

Panacea, Pirouette, Sapphire, Small Change, Wanton and Windermere left Plover Point the next morning. We broke the journey a little by stopping for lunch at the new jetty near the boat club at Lock Sport. We fleet of nine (9) took up the whole inside of the jetty and as a result we attracted quite a bit of attention from passing pedestrians. After lunch we set out to Paynesville in a light favourable westerly breeze. We returned to Paynesville where some of us pulled the boats out for the return journey home. I had a couple of days up my sleeve and remained in Paynesville for the rest of the day. I met with Clive (Katrina) later that day and we decided to go to Steamers Landing but stayed at the Grange for the night. The wind had quietened a lot as compared to what we had experienced during the official cruise. The next day Clive and I decided to sail to Barriers Landing. It was a very quiet sail with both Careels sailing very gently sometimes being carried apart by the prevailing local breeze to opposite shores of the lakes and later crossing paths. It took us several hours to arrive at Barriers Landing where we met Crème Caramel and Pirouette. We spent two days at Barriers Landing and then returned to The Grange to ready the boats before pulling out the following day.



It was a terrific week on the water. I enjoyed the sailing immensely, but the company was ever better.

Edwin Flynn  
Wanton (C22/110)



## Notice of Cruise



**It's not too late  
Broadwater, Queensland, Cruise  
On Water Dates: Wed 5<sup>th</sup> to Sat 14<sup>th</sup> Sep-2013**

Cruise coordinators... **Joan Rockliff and Geoff Peplar**  
Phone Mobile - 0427275632 Email - joanrockliff@dcsi.net.au

**Suggest depart from Melbourne Sat. 31<sup>st</sup> August , meet Southport Tues.4<sup>th</sup>September**

### **About the Destination.**

The Broadwater is a large shallow estuary located between the mainland and Stradbroke Island. It runs from the Gold Coast some 40 km's to the north to Moreton Bay. The Broadwater is protected from the ocean by North and also South Stradbroke Island. Much of the Broadwater is world heritage listed. The wildlife is quite surprising so close to a major city. Sea turtles, dugongs and dolphins are common as are sea eagles and other bird life. Near Surfers you will find Sea world and other major fun parks. The Cruise plan would see Manly Boat Harbour as our destination, with the option of a trip to a Marina at the 1<sup>st</sup> bridge on the Brisbane River with a stay overnight, then return to Manly. Vessels would be retrieved at Manly after pickup of cars and trailers from Southport.

### **Charts & Books .**

The pilot for this area is Maritime Safety Queensland "Beacon to Beacon" Directory and it retails for about \$38. It is an excellent yachties' description of The Broadwater, Moreton Bay. Chart Aus236 Moreton Bay is also recommended.

### **Do you have adequate experience to go?**

Please consider carefully, this is a long distance cruise. It is in rather protected waters initially, the major hazards being the stretches of shallow sand bars in the Broadwater. You have to follow the navigation markers or you will find the sandy bottom. From the vicinity of Peel Isl. onward to Manly Harbour the waters become more exposed.

### **Initial Briefing**

It is planned to hold a meeting at Joan Rockliff's residence, Mt. Martha on Sunday 4th August for those Baysiders planning to participate in this cruise. If you intend to go you need to attend this meeting.

### **Option following main cruise**

Several vessels intend to cruise the Clarence River from Illuka upstream to Grafton over approx. 4 days as an interlude on the way home. This very relaxing cruise can be thoroughly recommended, having been undertaken previously by some Baysiders.

### **PLEASE NOTE: IT IS THE RESPONSIBILITY OF ALL SKIPPERS TO:-**

ADVISE THE CRUISE CO-ORDINATOR OF THEIR INTENTION TO PARTICIPATE BY PHONE NO LATER THAN THE THURSDAY NIGHT BEFORE THE EVENT. IF YOU ARE THEN UNABLE TO ATTEND, PLEASE CONTACT THE CRUISE CO-ORDINATOR AGAIN.

1. MAKE RADIO/PHONE CONTACT WITH THE CRUISE CO-ORDINATOR AT THE START OF THE CRUISE.
2. CARRY ADEQUATE CHARTS OR MAPS OF THE PROPOSED CRUISE AREA.
3. ENSURE THEIR VESSEL COMPLIES WITH ALL RELEVANT LEGAL AND SAFETY REQUIREMENTS.

### **It is the law!**

**If you have a VHF radio or 27 Mhz radio and you are using your boat, you must have the radio on.**



### Cruise Report, Labour Day Weekend, 2013.

Vessels Attending: Silk Department (Kenton and Anne), Take It Easy (Geoff and Joan).

The Notice of Cruise flyer for this Western Port event generated expressions of interest from four BTYC vessels. Unfortunately in the week leading up to the cruise two vessels had to regretfully withdraw due to various circumstances.

A hot Saturday morning the 9th of March witnessed the eager crews of Silk Department and Take It Easy at Yaringa Harbour and Hastings Yacht Club respectively, loading their vessels with supplies and arranging launching. Following the briefing via mobile phone both vessels departed, virtually simultaneously, for the overnight destination at San Remo. With a northerly wind ranging between five to twenty knots good progress was made down to Tortoise Head, where the infamous "Tortoise Head hole" saw the wind drop. Take It Easy hoisted spinnaker and pressed on on a broad reach to the Newhaven Northern Light mark whilst Silk Department motor sailed. Fast speed was necessary so as to pass through the Narrows at or near slack water.

As Take It Easy had sailed less distance, she was first to arrive at the San Remo pier pontoon and moor, and via radio, advise Silk Department of the berthing arrangements. There was plenty of activity on the pontoon, as due to the very hot weather, people were swimming and viewing the stingrays swimming in the pier area. After the arrival of Silk Department and then greetings, Anne and Joan and boat dog Wilma went in for a swim. At one stage a stingray flapped a wing against Joan's leg, perhaps seeking a snack or worse still, Wilma? Following the swim the ladies went over to the pub and reserved a table for the evening meal.

After a short happy hour, the crews of both vessels attended the pub for drinks and an enjoyable dinner, and then retired to their boats for the night. Due to the hot and still conditions during the night there was some noise from swimmers at the beach on the south side of the pier. Around 5 am, the sound from fishing charter boats departing awakened some crew members.

Sunday morning dawned warm with a light north wind which then turned southerly. Kenton and Anne visited the foreshore market and Joan walked Wilma. A pleasant surprise was a visit from BTYC members Joe and Rose Cianti, on their way from their Philip Island property. The morning briefing decision was for vessels to depart at 10:45 am for Sandy Point as the forecast of another hot day suited swimming at a beach.

Upon departure, the vessels motored through the Narrows then Silk Department hoisted sail, rounded the Northern Light mark and headed for the intended destination. Take It Easy's crew breakfasted then hoisted sail to try and catch up with Silk Department. With both boats arriving off the entrance to the Sandy Point creek, Take It Easy had to hurriedly drop anchor due to electrical problems preventing motor starting. With the problem bypassed and the motor running, both vessels entered the creek and moored to the sand with bow and stern anchors. Several other vessels were already moored in the creek. A thoroughly enjoyable afternoon was then had with swims, walks, chats, and a relaxed happy hour. Overnight the conditions were amazing, with a light, warm, south west breeze, clear skies, and the lights of Long Island Point twinkling in the distance. Due to the tide heights, the boats did not dry.

Monday morning sunrise conditions were warm with a northeast zephyr. Following more walks, chats and swims, both vessels departed in the early afternoon for their respective harbours and the cruise end.

All in all it was a wonderful cruise, it was a pity only two boats were able to attend, as with Western Port at its most magnificent, the opportunity was not to be missed!

Cheers. Geoff Peplar (Take it Easy)



Take it Easy and Silk Department at Sandy Point  
(March 2013)



### Web Site Contact and Electronic Application for Membership

You may be aware the we now can recieve applications for membership electronically from our web site. The form is much the same as the paper version that you are all familiar with. We can now encourage prospective members to apply on line. The same conditions of application applies, ie. applications are subject to acceptance by the committee as they have always been.

For people not quite sure about the club and what to do next we also have a convenient contact request form that pops up on the lower right hand side of the screen. So do encourage your sailing friends to visit our site.

Visit our web site and see what else is new.

### Notice e-Mail 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

### Membership Secretary's Corner



Ahoy, me Hearties! Me name be Wayne Ross. For those that have no knowledge of this me and me crew sail aboard a Sonata 7 named Songbirde; a finer vessel there never was. Having spied my predecessor's blurbs I decided to continue with the tradition of harking to be mindful of prospective sailers in need of highjacking to our glorious club. Like Davey before me I too 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, "It'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 repellant, be a good highjacker, give 'im or 'er a spray and put 'im or 'er in touch wiv' me, Wayne Ross, your intrepid membership secretary. 'Cause we be so modern like. ye' 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.

Wayne Ross  
membership.btyc@gmail.com



## A Message from your Treasurer



It is my job to remind you that the Subscription for 2013/2014 seasonl became due on the 1st July 2013. Payment can be made by Post, in person (at the AGM) 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 Treasure4

Joan Rockliff

Bayside Trailable Yacht Club

PO BOX 2254 SUNBURY VIC 3429

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 joan. I will then send you your Receipt Number. Looking forward to seeing you on the water.

Joan - "Take it Easy"



Katrina quietly sailing to  
Barriers Landing