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Bayside Trailable Yacht Club NEWSLETTER

JUNE 2015

In This Issue

- **Cruise Report, Australia Day weekend**
- **The Clarence River**
- **Cruise Report, Easter 2015**
- **Long Distance cruise details, 2016**

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 Kanton Lillecrapp

Hello Baysiders,

Welcome to the mid-winter Baysiders newsletter. A great time to be rugged up and sheltering inside or perhaps escaping the cold with a holiday up north. Not necessarily! I am sailing on Westernport tomorrow and then next weekend we are doing the second race in the winter series. Some of our best sailing weather is in winter; good consistent wind and flat seas, so if you dress for the conditions you can get out there and have a wonderful time.

Speaking of having a wonderful time, we are within a day or so of 30th of June, the end of our Baysiders financial year. This year is also the 30th anniversary of the incorporation of the Bayside Trailable Yacht Club. Yes, I know, as everyone keeps telling me, it is actually the 31st year since the getting together of the original members who founded the club, but I went with the date of incorporation.

Whatever! This is a great opportunity to have a party and celebrate. We are planning a big opening of the season lunch and birthday celebration to be held on Sunday 18th October at the home of Brian and Ann Enno (more details on page 4). We hope to invite as many ex-commodorees and founding members as possible to come along to help us celebrate. This will be a great afternoon. I urge you all to come along to hear and take part in the reminiscences from the early days of the club and to share in a 30th birthday cake.

Oh, and by the way, we will also run the club's AGM on this day. The key part of this will be the election of your new committee. A year ago I commenced my fourth year as commodore. At the time I said that I would definitely not seek re-election for a fifth term this coming year. That still holds. A number of other committee members have also indicated their intention to step down at this year's AGM, so I would like all members to give some thought over the

next couple of months about contributing to the club by standing for one of the committee positions. Please call me or one of the committee to discuss and see how you might contribute.

In terms of activities in this half year, we have held successful cruises on the January long weekend, March long weekend (Westernport) and Easter and I know other members have met informally for cruises on the Gippsland Lakes at various times in February and March.

I am already looking forward to the coming season with the sail past and opening cruise on the Gippsland Lakes in November and of course the usual Christmas, January and Easter cruises. We are planning another extended cruise for around March next year. This time at Port Stephens and the Myall Lakes in New South Wales.

Lots of things happening. I'm looking forward to catching up with you at our social functions or on the water.

SAFETY TIP

From Joan Rockliffe and Geoff Peplar

John Coombs from "Merlin" has made the observation that relying on a handbrake and the selection of *Park* with auto transmission may not be enough to keep a vehicle with trailer attached in position on the ramp when retrieving a vessel. He suggests a wooden chock placed behind the rear wheel is a good extra precaution. To avoid inadvertently leaving the chock behind when driving the rig up and off the ramp, drill a hole in the chock and tie a short line from the chock to the tow bar. When the rig is driven up the ramp the line ensures the chock follows the vehicle and is not run over by the trailer or just left behind altogether.

CRUISE REPORT – Australia Day Weekend January 24 to January 26, 2015.

From Dave and Sue Morrissey

Participating Vessels:

Winsome, Wanton, Silk Department, Katrina, Scott Free, Crème Caramel, Jorje, Therapy, Serenata, Te Pawlu, Scallywag, Merlin. Guest vessels: *Interaction, and Tigress*

Golly it was busy. Some boats and crew had arrived prior to the long weekend and were out on the water. Other boats and crew turned up during the weekend and some after. There was a lot of coming & going taking place. The cruise director apologises if a participating vessel has been inadvertently left off the list above.

Therapy arrived about midday Thursday, rigged up, launched and found its favourite spot near the yacht club in Paynesville. Many messages were received that there was a

group of club boats at The Grange and coming back to Paynesville. Therapy stayed put and had a happy hour with Wanton and Te Pawlu while waiting for the fleet to return.

Friday started with more boats presenting and good weather initially, but a forecast wind change and cold front for later in the day. As I had left my phone in the car I couldn't tell if other boats were coming to join the cruise, so I must apologise for that, sorry to Pirouette. The cruise plan was to head to Picnic Arm later that morning but unfortunately coffee and shopping got the better of some and the cold front came in while most of the fleet was still in Paynesville. A lay day was called.

Saturday morning brought some better weather but with another front predicted for that evening. The majority of the fleet sailed to Rottamah Island for lunch. A walk to the beach was intended but the bugs were over-powering in the scrub and the walkers beat a hasty retreat back to the safety of their vessels and mosquito nets. Some entertainment was provided in the afternoon by some cruisers trying to tie up to the end of the jetty. There was little room left and no-one in their group was moving. Only centimetres separated some poorly secured boats. Fortunately this took place on the other side of the jetty, so we didn't need to assist. There was plenty of co-operation between the boat owners but no coordination. Thunder was in the distance so we beat a leisurely retreat for the shelter of Picnic Arm with an expectant happy hour waiting our arrival.



Silk Department and Interaction left on Sunday morning to pull out. A report came in later of near cyclonic wind and mountainous seas outside Duck Arm, must have been those Chinese whispers again, so another day of R&R was called. For Pirouette this meant repair as they had broken the rope holding the rudder down. Later in the afternoon, Margret Tripp lost a ring overboard. She could see it in the mud but that was all. Lisa Nash from Tigress volunteered to give recovery a try but had trouble reaching to the bottom. Finally after several attempts, we witnessed a spectacle better than "Lord of the rings" when Lisa came up spluttering, a muddy hand held over her head and the ring just visible in the mud.

Monday was pull out day for us and time for the last few remaining boats to regroup.

Over the week end, some of us had the pleasure of meeting 2 former club members, Nash's from Tigress and Doug Preston from Interaction, both have expressed their interest in rejoining so we hope to see them on the water again soon.

SAFETY TIP

From Edwin Flynn



A number of incidents have occurred whereby small portable gas stoves (canister gas type also known as Lunch box stoves) have exploded causing injury. The NSW Office of Fair Trade and state regulators worked with two of the gas Certifying Bodies to re-test these cookers. These tests found the appliances to be non-compliant with Australian Standards. The Certifying Bodies suspended the approval certifications in February 2015. The cookers are now withdrawn from sale throughout NSW and will no doubt be also withdrawn from sale in Victoria.

These small stoves are popular and I have one on Wanton that I have often used to make a quiet cup of coffee in the morning as my crew slept. I am aware that some trailer sailers use these stoves inside the cabins for preparing food. If they have been declared non compliant and/or dangerous by the various Fair Trading offices, there are personal safety concerns for people using them. There is also the possibility that insurance cover may not be valid if the product has been found to be faulty and withdrawn from sale.

Please take the action that you deem necessary for your own safety and the safety of your boat.

More information is available at :-

http://www.fairtrading.nsw.gov.au/ftw/Consumers/Product_and_service_safety/Lunchbox_cookers.page

or follow the discussion on Trailer Sailer Place

<http://www.trailersailerplace.com.au/phpBB3/viewtopic.php?f=2&t=12582>

Its Our Birthday!!

*Come Celebrate with a
Pre Season Opening Luncheon for 2015
in conjunction with
The Annual General Meeting for 2015*

- When : Sunday October 18, 2015 Mark the date in your dairy now.
- Where: At the home of Ann and Brian Enno
[REDACTED]
- Time : 12.00 midday until much later
- Bring: Chairs only (We should be OK for tables)
Drinks & glasses
(Lunch is catered for - don't bring food)
- Catering: A fabulous roast lunch will be cooked by Brian's favourite local caterer. The lunch will be followed by a birthday cake to commemorate the first 30 years of BTYC.
- Formalities: We have invited past Commodores and founding members. They are going to tell a few stories (probably about each other) and take us back in time. We will also squeeze an AGM in somewhere.
- Car Parking: Plenty – in Brian's driveway and out in front.
- Cost: \$20 per person
- RSVP: By Sunday 11th October to Amanda Fedorowicz on 0418 534 792
(This is really important so we know how many to cater for!)

This is an important event for our club. All current and past members are encouraged to be part of the celebrations. It should be a great birthday party.



THE CLARENCE RIVER, YAMBA TO GRAFTON, 72 kilometres, 4 days river cruising

From Joan Rockliff

There are a number of club members and club boats that have cruised the broad open and picturesque waters of the Clarence River in northern NSW. In 2013 three club boats (Take It Easy, Katrina and Merlin) undertook the journey from Yamba to Grafton over a period of four days. These notes have been taken from their report on this journey and may inspire and assist other club members who decide to follow their wake.

Day 1.

The journey commenced at Yamba. Arrangements were made with Yamba Marina to use boat launching facilities and also for car and trailer storage. The Marine also allowed the crews to spend the night of their arrival in the Marina car park with use of the facilities.

Launching into Yamba channel with a light wind and a sunny sky the first destination was Illuka which is just slightly upstream but on the other side of the river. The course is via the marked Yamba Channel. Rounding sandy Dart Island, the boats passed through Middle Wall (rock training wall) using the Hole In The Wall entrance, then travelled approximately half a nautical mile across the Clarence River and entered Illuka Bay via the northern training wall south entrance. Mooring the boats at the

pontoon in front of the Illuka Hotel allows for great access to the pub for lunch and drinks. Overnight was spent at the pontoon, in calm weather.

Day 2

Illuka Bay was exited back through the rock wall. Check the tide so that you go upstream with a flooding tide. If the tide is ebbing, it is best to wait for the turn and there is a good walk out to Illuka Bluff (about 5 km) for the energetic.

On day 2 you pass Goodwood Island, Turkey Island, Harwood Islands and a number of others. It is quite open here and if there is a good wind blowing there can be quite a bit of chop on the water. The river turns to the west past Harwood Island and into potentially calmer waters. Harwood Sugar Mill and a small village are around this bend and if you are travelling with mast up, there is a lift span Harwood Bridge (20km from the river entrance). Moorings are available on the pontoon adjacent to the Harwood Hotel.

A further 3 nautical miles takes you to the village of Maclean. The town pontoon is a busy place and there may be no places available here. A little further on there is a small jetty at the boat ramp and this can be used for short term berthing. An overnight option is the pontoon at Ferry Park (so named as an old river ferry is on display) and enquiries to use this can be directed to the Maclean Visitor Centre. The pontoon at Ferry Park is accessed from the South Arm, past the sinister Nine Pin Rocks and under the historic McFarlane Bridge (bascule type). Maclean, as the name suggests, is heavily influenced by its Scottish heritage and as the surrounding countryside is picturesque.



Day 3

There are two options for the journey from Maclean to Brushgrove village. One is via the main river and the other is via South Arm (a river anabranch forming hilly Woodford Island) Both have good depths of water.

The South Arm gives a 15 nautical miles alternative route along a very scenic section of waterway. After passing the under the Wingfield Bridge, the villages of Cowper and Brushgrove (opposite sides of the river) are entered. There is pontoon mooring at Cowper. Cowper and Brushgrove villages are attractive and as the Pacific Highway bypasses them, very quiet.

Upstream of Cowper and Brushgrove the South Arm rejoins the main river. The next township is the restored village of Ulmarra. The river now passes through somewhat flatter but still scenic country. Just before Ulmarra particular caution and awareness needs to be taken of an on-demand car ferry running on a cable crosses the River. This ferry travels so rapidly it seems one could water ski behind it! Mooring at the town pontoon/jetty also requires some caution as it is a long fetch of water here and any overnight wind could make for a very bumpy night.

Day 4

Ulmarra, to Grafton is the last leg of this 4 day cruise. The route passes Elizabeth Island, parklands, numerous riverside houses, Girl Guides Place and then the Grafton Bridge (ugly but an unusual double deck design). Mooring is available at a small jetty adjacent to the boat ramp just upstream from the Grafton Rowing Club. There is a grand pub near the ramp! A regular bus service operates from Grafton to Yamba and it is relatively easy to catch a bus back pick up cars and trailers.

This journey can be undertaken in either direction.

CRUISE REPORT- Easter Cruise Gippsland Lakes 2015

From Edwin Flynn

Participating Vessels:

Small Change, Trilby, Roller Coaster, Wanton, Crème Caramel, Scott Free, Sea Dove,

I arrived at Paynesville late on Wednesday evening. I was met at the boat ramp by my sailing friend Graham Wolstenholme, (aka Zebedee). He told me that there were a number of Baysiders already at the jetty in front of the newsagency. As it was late I decided to launch the boat mast down and tie up at a berth to be near the other Baysiders. After I launched and parked the car and trailer, Graham and I began motoring toward the waterfront. We had only travelled about 50 metres when the motor

stopped. I pulled the cord and the motor coughed to life only to stop almost immediately. I checked the fuel and all seemed to be OK, but still the motor would not start and run. Then Graham looked at the fuel line for himself. It is not possible to happen, but he found that after I filled the fuel tank, I had installed the fuel line to the tank the wrong way round. A couple of pumps later and the motor coughed to life. We tied up beside the boardwalk and I was greeted by Ian, (Crème' Caramel) and Peter, (Small Change).

The next day Trish and Don arrived in Trilby and Norman and Annette came down to the boardwalk to say hello. We all agreed to have dinner at the pub that evening. As usual our table was lively with various topics on discussion. It was a good start to the cruise.

The pre cruise meeting took place next morning, in front of the newsagency. The wind forecast for Friday was for 7 knot WNW during the morning and then settling to SE winds of up to 21 knots. It was agreed the wind dictated a different cruise plan heading towards the eastern end of the lakes rather than west to Plover Point and beyond. We decided to sail to Barriers Landing. As Scott Free (Mel & Margaret) had just returned from Barriers, they decided to go to Steamer Landing to wait the arrival of Sea Dove (Paul & Debbie).

Crème' Caramel, Trilby, Small Change, Wanton and guest Roller Coaster set out to Barriers Landing in a light breeze. As we sailed between Point Jones and Round Head we spotted a pod of Dolphins. The pod came over to Wanton to take a look at me and I was rewarded with the most beautiful wildlife photographs I have ever taken.



When we arrived at Barriers Landing we found there was no space at the Jetty so Crème' Caramel, Roller Coaster, Trilby, and Wanton decided to tie up at the pylons on the beach. Small Change went on to Lakes Entrance to stay on the tongues on the east side of the marina. We enjoyed

BTYC Newsletter June 2015

happy hour on Crème' Caramel. We were well protected from the mild SE winds overnight, but the next morning we were told by Peter that he had to move Small Change to the boardwalk on the inside of the marina to escape the lumpy water.



On Saturday 4th April, Crème' Caramel, Trilby, Roller Coaster and Wanton went to Lakes entrance where we replenished ice and supplies. Due to forecast favourable winds we decided to sail back to join Scott Free, Sea Dove and Small Change at Ocean Grange.

We left Lakes Entrance under blue skies and a smokey haze at about 1.30 pm. The forecast winds were 15 to 25 knots from the North East. As we left Fraser Island to our stern the promised wind came and we had a great sail up to Metung. As we rounded Shaving Point the wind picked up a beat and Wanton was soon sailing along at more than 7 knots. This is exhilarating for a while but it soon started to tire me out, so I reduced sail, but speed never dropped below 6 knots. It was just a great sail.

Ian and Lesley in Crème' Caramel sailed all the way from Lakes Entrance using their new asymmetric spinnaker all the way, topping over 6.5 knots most of the way. The smile on Ian's face was infectious.

Wanton arrived at Ocean Grange at 7 pm and Crème' Caramel arrived 30 minutes later. On the way in, Wanton's motor must have sucked some weeds that had a pretty bad effect on the boat's manoeuvrability. Luckily there was plenty of assistance, coming into berth, from Scott Free, Sea Dove and Small Change. Roller Coaster left the cruise proceeded to Paynesville to meet with friends.

The next day we decided to sail east again to the Nicholson River, in a very slow South/ South Westerly breeze. Sea Dove and Crème' Caramel sailed under asymmetrical sails, Scott Free and Small Change motor sailed and Wanton crawled along under jib alone. I still managed to keep up with Sea Dove and Crème' Caramel until I ran aground near the entrance to the Nicholson River.

We all managed to find jetty space near the boat ramp jetty. That evening we had dinner at the Retreat Hotel.

We left the Nicholson River the next morning for yet another slow sail back to Paynesville. The weather had been very kind to us with blue skies and gentle winds most days. I must admit the sail back from Lakes Entrance was the most exciting, for those of us who like sailing. To me the cruise highlight was the visit from the dolphins.

It was a terrific cruise in good company. I can honestly say that everyone enjoyed themselves. We now look forward to the next adventure.



*Preliminary Notice
Long Distance Cruise
March 2016*

Plans are underway for an extended cruise in the Myall Lakes and Port Stephens for March 2016.

Cruise coordinator for this extended cruise is Clive Aikman. Clive is making arrangements with the Hunter valley and Newcastle Yacht Clubs for assistance with cruise planning, car and trailer and storage and availability of facilities.

For those who are unfamiliar with these waterways, Port Stephens is a moderately sized and open mouthed deep water bay north of Newcastle in NSW. It supports a number of yacht clubs and marinas and is an interesting cruising ground in itself. It is connected to the Myall lakes by the Myall River and travel between the two takes a good day of motoring. The Myall Lakes are an extensive system of three interconnected Lakes with sandy beaches and enough depth for good sailing. They are part of the Myall Lakes National Park.

Clive says that Port Stephens is an easy 2 days drive with car and boat trailer, and the cruise will involve about 2 weeks on the water.

Further details in the next newsletter. Contact Clive to register your interest.

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