

# Bayside Trailable Yacht Club

NEWSLETTER

April - June 2012

<http://www.baysidetrailableyachtclub.com>



## Commodore's Welcome

Hello Baysiders,

It is June and it is time to mark our diaries to attend the AGM on the 13th July. The social committee has told me that they are planning another gastronomic treat that evening. Members can come to the meeting straight from work and not worry about their evening meal.

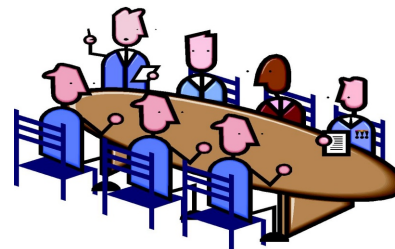


We have invited "The Yacht Doctor" (Joe Tarantino from Yaringa) to come and make a presentation about boat maintenance. Joe carries out maintenance and repairs on yachts big and small as well as doing boat deliveries all over Australia. He will answer any questions people have on tricky maintenance or repair issues.

Your club's success depends on a good committee, so please consider nominating to a position on the committee. I look forward to seeing you all at the AGM.

Kenton Lillecrapp  
Commodore

## Your Committee



Commodore	Kenton Lillecrapp	03 9836 6824
Past C'dore	John Prins	03 9755 1666
Secretary	Phil Gooding & Yolanda Cruz	03 9459 1826
Treasurer	Joan Rockliff	03 5976 4165
Cruise Director	Jeffrey Peplar	03 5976 4165
Membership		
Secretary	David Morrissey	03 9740 7568
Social Secretary	Clive & Sue Aikman	03 5796 2384
Social Sub Committee	Ann Lillecrapp, Sue Morrissey	
Newsletter Editor	Edwin Flynn	03 9744 5593
Public Officer	Andrew Federowicz	03 9853 2261

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

Friday 13th July 2012 at 8 pm.

Pre meeting dinner from 7 pm.

### The Members' List.

You will find a member's list attached to your email. Please check your entry and if it needs to be updated please contact the Membership Secretary, David Morrissey by email or telephone.

Mailing Address:

The Secretary

PO BOX 2254

SUNBURY VIC 3429

Email: [btycsecretary@gmail.com](mailto:btycsecretary@gmail.com)

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

IT IS THE RESPONSIBILITY OF ALL SKIPPERS TO:  
ADVISE THE CRUISE COORDINATOR OF THEIR INTENTION TO PARTICIPATE BY PHONE NO LATER THAN THE THURSDAY NIGHT BEFORE THE EVENT.

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

IT IS THE RESPONSIBILITY OF ALL SKIPPER'S TO ENSURE THEIR VESSEL COMPLIES WITH ALL RELEVANT LEGAL AND SAFETY REQUIREMENTS.

ON THE DAY:

1. MAKE RADIO/PHONE CONTACT WITH THE CRUISE COORDINATOR AT THE START OF THE CRUISE.
2. CARRY ADEQUATE CHARTS/MAPS OF THE PROPOSED CRUISE AREA.
3. HAVE THE VHF OR 27 MHZ RADIO TURNED ON WHILST UNDER WAY ON THE WATER.



**Baysiders Christmas Cruise at the Gippsland Lakes 2011**

Or: The Great Barbecue Disaster of 2011

Splash!! Half a leg of lamb gurgled straight to the bottom of the Nicholson River and above it, still attached to Take it Easy's stern stanchion, the upturned barbecue was left to tell the sorry tale. Looking even more sick and sorry were Geoff and Joan on Take it Easy as the floating foil wrapped vegetables told their own story. More of that later.

Boats taking part in cruise: Silk Department, Take it Easy, Crème Caramel, Pirouette, Trilby, Panacea, Therapy, Wanton.

Anne and I arrived at Paynesville late Boxing Day afternoon and proceeded to rig up. Crème Caramel and Take it Easy were already in the water. We launched the next morning and then in fine and sunny weather and a good 15-20 knot southerly we had a lovely sail with Take it Easy, ending up in Picnic Arm mid afternoon. We were joined by Crème Caramel and Pirouette. Happy hour was on board Silk Department in order to avoid the hungry mosquitos.

Awoke to a fine sunny morning with the white cockies screeching in the trees. Morning coffee sitting in the cockpit looking at the view, listening to the birds and watching the fish jump – there's nothing better.

Sailed and motored to Bunga Arm in a light south westerly but with a promise of stronger winds to come. Tied up for lunch at Steamer Landing. Crème Caramel and Take it Easy headed off to other commitments after lunch. The wind changed to westerly during the night and around midnight blew very strongly for several hours. Luckily we were on the inside of the jetty and although we rocked and rolled a little, we were relatively comfortable. The morning presented us with a sea white with foam from the night's strong wind.

Thursday morning was fine and sunny with a 20 knot west to north westerly. We did a shopping and rubbish run into Paynesville and met up with the Ennos on Panacea in their very own private tie up spot on the inside of the sailing club pontoon. This is a prized position, but somehow Panacea gets it every time! Then it was off to Picnic Arm with Pirouette and drinks on the grassy bank in the shade with a lonely Sonata.

Friday we awoke to heavy black clouds to the north and a forecast of strong easterlies. The banks of the Nicholson River were chosen as the best spot for these conditions, so after lunch in Paynesville and meeting up with Trilby, Panacea and Take it Easy, we headed off across Lake King. The wind was blowing easterly up to about 25 knots and there were white caps everywhere. We put a reef in the main and had a relatively comfortable trip. Nosed into the bank and tied up at our Baysiders private green grassy stretch completely sheltered from the strong easterly.



Happy hour was had in the shade of the solitary tree right on the water's edge and there was considerable discussion about the two or three barbecue roasts that people were going to put on. Our mouths were watering at the thought of Joan's roast lamb with potatoes and other vegetables. Half an hour or so later I came on board Take it Easy to check out the progress of the roast. Joan lifted the lid to show me and the whole barbecue turned turtle dumping the beautiful meal straight into the water. The meat sank immediately to provide a Christmas feast for the yabbies and the foil covered potatoes floated around in a sad testament to what might have been. Geoff threatened to send the whole barbecue in after the meat! .....Continued next page



ooOoops! Joan,  
Joan catch the  
leg!

Continued from previous page.....

Saturday was New Year's Eve, with all sorts of entertainment and fireworks planned for the Paynesville wharf and foreshore area. We were all lucky enough to get positions in pens or along the jetties. Crème Caramel, Silk Department and Take it Easy were in the ideal spot on the jetty just opposite the hotel as there was a band playing out the front of the restaurant. Trilby and Panacea were on the other side and we danced the night away. At midnight we walked around to the front and saw a magnificent fireworks display.

Sunday, we all got together at the Cruiser Club for a Baysider New Year's Day lunch. Great to catch up with Gary and Jenny Prescott, John and Roz Prinns, Norm and Annette Munns and Phil and Iolanda.

Silk Department, Pirouette and Panacea had a quiet sail over to Steamer Landing and were joined later by David and Sue on Therapy for happy hour on the jetty.

The next day was forecast to be 38 deg, so Anne and I planned to leave and pull out very early to miss the heat. We woke to a very thick fog and set off at about 7.15am past Ocean Grange and along the Araura Channel. The fog was so dense that channel marks behind would disappear well before the next lot appeared. The little islands would magically emerge from the fog and hundreds of pelicans would look at us as if we were nuts. At one point on the long main channel I looked at my GPS to find that without realising, I had veered through a full 100 deg to starboard without realising. My first reaction was that the GPS was on the blink, but a quick look at the compass confirmed our heading even though I had not been conscious of turning the tiller at all! No problem. The fog cleared just after and we entered Paynesville to retrieve the boat on a fine and very hot day.

Another great week at our favourite sailing place was at an end for us although the rest of the group were to sail on into the following week.

Kenton Lillecrapp  
"Silk Department" Noelex 25

#### Annual Cruising Participation Award - Geof Peplar

Your committee has constructed an exciting cruise program for the 2011/2012 cruising season. We have allowed for plenty of cruises for boats kept around the Bays or on the Lakes, and believe the cruise venues will be interesting and will provide lots of fun for the participants!

#### Cruise participant prize

A feature of the season is the addition of the "Cruise participant prize". Every cruise you attend, and provided you have signed on and off with the cruise co-ordinator, your vessel's name will go into a draw which will be conducted at the AGM in July. The prize will be above the value of your yearly membership! Remember, the more you cruise the greater the chance of winning!

Your committee has decided a little more emphasis on training ought to be carried out on the Pondage weekend, so an interesting program will be put together. Future committee meetings will discuss the destination for the annual Long distance cruise, any thoughts would be appreciated.

Happy & Safe cruising,  
Geoff - Take It Easy

### **Helen's handy Cooking short cuts:**

How to Cook Rice on the boat; the easy way.

I find that cooking on the little two burner stove in the boat a little crowded, especially when we may have a couple of things that we want to cook or reheat. I have found that I can cook rice or spaghetti easily and without using too much fuel by following the following simple steps:

1. Bring the water to a boil in a suitable pot that has a lid.
2. When the water is boiled put the rice or spaghetti in the pot and bring to boil again.
3. Put the Lid on the pot as tight as possible, remove the pot from the stove and set it aside for 10 minutes.  
( If it is cold in the cabin, You can wrap the pot in a towel to insulate the heat of the pot.)
4. You can now continue to use your stove to prepare other items of your meal.
4. After 10 minutes, drain any excess water and serve with your usual accompaniment.



## CRUISE REPORT April 2012

Cruising the Hawkesbury – a waterway of contrasts.  
(By Tony and Gaye Pitt) - Sapphire

Our first indication that this boating holiday was going to be a bit different was the conversation that we had with Hawkesbury Tourist Information Centre. We had planned to take two days to travel from Victoria, but were a bit late getting away on the first day and it had become apparent that we would not arrive at Brooklyn until all the marina staff had gone home. So we rang the tourist information to find a nearby caravan park that we could check into for the night. Oh we don't have anything like that, said the lady at the tourist office. Most people just stay at Mooney Mooney near the launching ramp. It's just off the highway.

And it was just off the highway. And it was full of caravans and campervans and mobile homes. And some strange people. But there were toilets and not too much freeway noise. We had a good night there and launched at the jetty next morning.

The Hawkesbury is full of contrasts. It has some magnificent scenic beauty. It boasts the harbour of Pittwater where there must be a couple of thousand masts tied up across all the moorings and pontoon jetties. Or you can also tie up at the Mooney Mooney workers club pontoon which is carved out of the mangroves and cluttered with barges and working boats, and with a fair dose of small black things that want to bite. The Hawkesbury has restaurants that you can only access by boat or seaplane and the single menu option is a degustation at \$180 per head (plus drinks), or you can relax at the mangrove tree at Spencer with the local community where the sign in the tree proclaims the Dunkirk Hotel and the council garbage cans are full of empty cans.

We had a good holiday on the Hawkesbury and in two weeks there were still plenty of areas that we hadn't explored. But it wasn't what we expected. As Australia's oldest inland waterway and with a population of 5 million people just on the southern edge of its catchment, we were surprised that the boating facilities were so underdone and the cruising boat is not considered. Brooklyn is the main centre on the Hawkesbury estuary. It is the natural place to do your shopping, take the clothes to a Laundromat or just take time out from the boat. But the only public jetties near the shops have big signs up saying Maximum 30 minutes stay in any 24 hour period, Fines Apply. Not friendly. Not very practical. How do you do get to the Laundromat, do your washing and get back in the boat and away all within 30 minutes. All the private jetties were in the marinas which were 1.5 to 2 km walk away from the shops. There was one exception – The Hawkesbury River Marina was very close to the shops. They wanted \$80 to tie up even for just a few hours, because their policy was a minimum jetty hire of 2 days.

The problem of finding jetties that we could tie up to was everywhere on the Hawkesbury. Our guide book on Cruising the Hawkesbury was consistently wrong. At Wisemans Ferry it described three jetties as being available for public use. When we got there (after 5 hours motoring away from the locals at the Dunkirk hotel who were settling in for a session at 10.00 am) we found that one of jetties was looking after the spare ferry and was out-of-bounds, another was a concrete structure that would be very effective at wrecking boats and the third had the ubiquitous sign Maximum 30 minutes stay in any 24 hour period, Fines Apply. So we motored around a bit and finally found a nice beach on a bend in the river which we pulled up on and dried out for the night. It turned out to be an excellent spot, but as far as the cruising boat is concerned, the Hawkesbury has very poor facilities. . No easy access to top up the water tanks. We never saw any facilities for emptying the PortaLoo. Very few jetties are

Photo: Magnificent Scenery.  
Photo Tony & Gay Pitt



not privately owned, and those that are available for public use have unrealistic time limits on their use for cruising yachts.

The scenery along the river however is majestic. Caves and massive rock overhangs line the waterway. Cliffs some 500 feet high plunge vertically into the water. There are some massive stands of mangroves that look like they have been planted out by a keen gardener and trimmed with a giant lawnmower. Cowan Creek is one of the larger cul de sac arms of the waterway and an absolute highlight because of its wilderness and stark beauty. We spent several nights exploring different bays and inlets in here. We found that we could go up to the headwaters of some of the creeks in the various arms of Cowan creek and dry out on the sand in a pristine wilderness. Had a few encounters with some big goannas and lots of little stingrays that give off light in the dark – they use electric shocks to catch their prey. Apart from Cowans Creek and Pittwater, we never saw another cruising yacht on the waterway in the whole 2 weeks. The storekeeper at Spencer said that he has had just three yachts visit Spencer in the last 16 months.

Have to say some more about Spencer. This is upstream from Brooklyn and about halfway to Wisemans Ferry. There lots of small settlements along the waterway where the only access is by boat. Some of these houses must be weekenders and holiday houses, but some are for permanent residences. There was a bit of employment in the oyster industry but there have been multiple health scares and the industry seems to be in trouble. So there is a lot of unemployment and a lot of unemployed. Spencer could easily pass for a small town in outback NSW, but here it is only 50 km as the crow flies from Sydney CBD. ... (Cont'd next page)

Photo: Sapphire by Tony & Gay Pitt



(continued from previous page)

There is a single general store, the mangrove tree with the Dunkirk Hotel sign, a community hall, a caravan park and a couple of launching ramps. They're the public areas. The houses for Spencer seemed to be tucked away everywhere and there may be quite a substantial population. Conversation at the Dunkirk Hotel seems to be about someone who isn't present, or about fishing, or about getting another slab before the store closes. It seems to belong to another era, as if time just forgot this place altogether.

In two weeks we did more motoring than sailing, but we did have a couple of nice sails in the estuary below Brooklyn and into Broken Bay. We never got as far as Brisbane Water and up into Gosford, and there several other areas that we could have explored further. For a cruising holiday, we both agree that Lake Macquarie is a better option, basically because there are good facilities for the visiting boat. In the Hawkesbury, you are pretty much on your own once you get away from Pittwater and Cowan Creek.

Just a final note. The Brooklyn road bridge has a height clearance of 11.5 m above mean spring high water, and the Brooklyn rail bridge is slightly higher at 11.8 m. Our mast is 10.6 m to the top of the wind vane, so we were OK (but don't look up!). So we were OK and really didn't need to worry, because we had about 90 cm clearance. Or so we thought. Coming into Berowa Waters Marina we never saw the partly obscured sign on the bank that said overhead cable and the marina staff never mentioned it. It was at 11.0 m above mean spring high water and we came in right on a very high autumn tide. Too close for comfort. That's high voltage in that cable. It may well singe a sailor one day!

Gay & Tony Pitt  
Saphire (Sonata 26)

#### Notice - New email addresses

To enable consistent email addresses to certain club officers the following new email addresses have been created. Please add them to your contact list for future reference:

The Secretary;  
btycsecretary@gmail.com

The Membership Secretary:  
membership.btyc@gmail.com

The Newsletter Editor  
editor.btyc@gmail.com

#### Web Site Electronic Application for Membership

You may be aware that we now can receive 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 apply, ie. applications are subject to acceptance by the committee as they have always been.

Visit our web site and see what else is new.

## A Message from your Treasurer

It is my job to remind you that the Subscription for 2012/2013 season will become due on the 1st July 2012. 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"

## Membership Secretary's Corner

Ahoy, me Hearties! Me beard is a' itching from them nasty sand flies feasting, but I can still hear me mudder gently crooning to me as she patted me little head, the night after I so innocently venturing into clouds of midgies as I be tying me dinghy to some roots, "I t's Ok luv, don't scratch your pretty little head, the itch will soon be gone Luv."

But alas enough beckoning to me past childhood adventures. You may well be inquiring what's this got to do with me job 'ear. You gotta look after yourselves. Enough of this blabber! Me message here is to beseech ye' to continue the good work ye' be doin' being good Baysiders, welcoming newly highjacked members, sharing your mozzie sprays as youse have been known to do. I knows that you be asking' "How does he come by this hear-say?" Well as me mudder told me since before cockey was an egg, "...them flies are ever present and they can pass the word real quick now. So you behave yourself or I 'll know about it.." And then she'd pat me head, real gentle like and sweetley croon, with them lovely green I rish eyes a' fluttering "I knows youse 'll be good now." .....and so ever since then I have been wondering around the seas seeking out maties who like me had a mudder who had teached them sea manners.

"So maties - I knows that you have been good and I 'll hear no arguin' this point of fact. That be final on this matter."

So I say to you, in a most genteel way, as my sweet mudder used on me, (but me eyes are not a' flutterin') if you come across any poor unfortunates who are in need of highjacking to our cause, or have a need for a bit of mozzie repellent, be a good highjacker, give 'im or 'er a spray and put 'im or 'er in touch wiv' me, Davey Morrissey, your intrepid membership secretary or . You can also send them to our web site to get them details about this here glorious club. Me contact details be found in this here rag. So I 'll not bore ya with them details.



Davey (David) Morrissey  
membership.btyc@gmail.com

Westernport Sail 15/03/2012  
 (Interesting people we met)  
 By Edwin & Helen Flynn

This is the second installment describing our adventure on Western Port in March 2012. As I mentioned in the first article (see March 2012 Newsletter) we met some very interesting people at the San Remo Fair. Our boats became a bit of an informal exhibit to folks who came down to the jetty from the Fair central. We played host to a little 7-8 year old boy who was in the care of a respite carer. This child came from a troubled family but he was a little boy none the less. He was so excited to be allowed on board a boat and was fascinated by the layout of the bunks and kitchen. He said that he would love to have a boat like "this" (sic) when he grew up. You know I think he was so thrilled he will make that wish come true when he is older. That little boy's happy face really brought a smile to ours.

At the fair we also met John Jansson. John lives in Rhyll and he has just completed the restoration of a Cousta boat called Amy Christina.

Built for Cowes fisherman Bill Kennon for crayfishing around Seal Rocks. Originally gaff cutter rigged. It was bought by Charlie Richardson of Rhyll c1954, and has been at Rhyll ever since, being used at various times as a fishing party boat, amateur fishing boat and professional fishing boat. Re-rigged with a lug rig by Ken Wood c1959, with help of Mitch Lacco who made a new mainsail for her. The current owners bought her in 2005 as she was the last old boat left at Rhyll and they did not want to see her leave. Restoration completed February 2008.

The restoration of the Amy Christina, or of any boat for that matter, is a work of love. You can never recoupe what you have put into such a project in monetary terms, but the pride of the restoration work is reflected in this beautiful boat. I shall try to post a story about the restoration of the Amy Christina on our web site so keep an eye out for that.

Photo of Helen Talking with John Janssen at his Exhibit



We also visited the San Remo Fishing co-operative exhibit. We were both impressed by the obvious attitude of sustainability in the culture of the modern fishing industry. Gone are the days where if it has scales and it is fresh it will be caught and sold at the fish market. Of course they still catch fish but these people are really involved with not only making a living from the bounty of the the sea but are also very concerned for fishing to be conducted in a sustainable way. The San Remo Fishing Cooperative operates a number of fishing vessels and also runs the Pelican View Restaurant adjacent to the main San Remo Fishing piers. A visit to the restaurant is well worth the effort, it being located just a few metres from the boater's jetty that we where located on.

We will have to visit San Remo again next March.

### Murray River Extended Cruise - September 2012

It has been raining of late, as a result the Murray River flows are back to levels that have not been seen in many years. The river is coming back to life. Would'nt it be great to cruise the Murray River in the company of like minded people?.

The Club is planning a extended Murray River Cruise in September of this year. The most likely starting point will be in Mildura and floating west by south west to Renmark in South Australia or in the vicinity. We may also be able to join with the Renmark Boat club in their Bi annual Murray River Cruise. This will involve nominally joining the Renmark Boat club and paying an additional fee to participate in that club's cruise. Another option is to join a number of house boats that are meeting in Mildura and cruise down river with them to Renmark.. What would you like to do? Are you interested in a extended cruise on the Murray? We need your input and we hope to put a questionnaire on our web site to hear what you have to say.

In the meantime if you are interested in the Murray River Cruise please let our Cruising Director, Jeffery Peplar know.