



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

May 2019

BTYC Committee

In This issue:

Cruise Report – Australia Day Cruise

Cruise Report – Childrens Cruise

Cruise Report – Easter Cruise

Life Jackets are meant to Save Lives

BTYC Business Card

Visit our website at:

<http://www.baysidetrailableyachtclub.com>

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COMMODORE'S CORNER



Edwin Flynn

Ahoy Baysiders

It is already May and many of us are most likely starting our winter hibernations either caravanning to warmer climates or even making a list of things to do on our boats before the next season.

I for one am going to pay some attention to the winches before next season. You know those round things that you use to sheet in the main or the jib, they need an occasional clean up and a little oil on the bearing and pawls to make sure that they continue to function as they are designed to do. I do the inspection every year.

Sometime ago I helped a fellow sailor to clean up one of his winches. It had not been used for some time, as he doesn't raise his spinnaker anymore and when he attempted to use it he found it was totally seized. When we opened it up and disassembled it I was amazed that it was so clogged up with hard grease we literally could not budge it.

A bathe in petrol as a grease dissolver soon fixed the seized parts and we cleaned the gunk off. But what to do to avoid a recurrence? Do we re-grease or oil it? Oiling would be good if there is little chance of water egress, but there are not many such winches used on Trailer Sailors. So we did a bit of research and we found the best thing to do use is Silicon Grease. The

result was good and the winch was returned to good service. We also made a note that we should really be doing this inspection every season so that we can continue enjoying trouble free winches. So how about it, have you inspected your winches lately?

Returning to review this year's sailing, I can tell you that we have had some terrific sails this year. We have finally completed our sail around Port Phillip Bay. The around the bay in 8 days was thrilling and not without its challenges, especially when we entered the Werribee River. We all started and finished the cruise together from Martha Cove and back. It is a sail that I look forward to complete again next January.

We also had our first children's cruise. It was an absolute hoot and we hope that after reading the cruise report in this newsletter more members will take the opportunity to come along with their own children or grandchildren next year. The cruise was educational for all of us who came on the cruise, i.e. both grandparents and the kids. Shining headlamps at just the right angle that enables the wearer to actually spot the reflection from the eyes of the many spiders that roam about at night was fascinating. My two granddaughters now insist we try to spot spiders at night whenever I go for a visit.

We will be having a pre season social gathering on September 8 and our AGM on Sunday 20th October this year at the Hastings Yacht Club. Look out for more details about both functions. I look forward to seeing many of you there.

CRUISE REPORT AUSTRALIA DAY CRUISE, GIPPSLAND LAKES

By Edwin Flynn

Participating Vessels: *Crème Caramel, Katrina, Lady Jane, Second Wind 2, Silk Department, Small Change, Winsome Lass, Take it Easy, Therapy, Wanton.*

This year's Australia Day Cruise was preceded with a scorcher Friday when temperatures soared to 47 degree Celsius. In old speak that is 116.6 degree Fahrenheit. Luckily I and some others had driven down to Paynesville during the week in relatively cooler

weather. As I received phone calls from Baysiders planning to come down I encouraged them to either drive to Paynesville very early in the morning or late at night to avoid the predicted heat. Luckily most heeded this advice and I am not aware of any damage to vehicles or occupants from driving down on Friday.

I arrived at Paynesville on the 23rd Jan and joined other baysiders' at Ocean Grange who had arrived earlier. I had my dog Snowy with me so I decided to go for a long walk along the 90 mile beach. We walked in a westerly direction for approximately 6 kilometres. I was picking up plastic as I walked along when I found a plastic bottle at the highest point on the beach. When I examined the bottle I noticed it had a note inside it!

I returned to the jetty and was met by Kenton and Anne (Silk Department) who provided a pair of scissors to open the bottle. The note inside read, "Message in a Bottle: Sent Thursday 29/11/18 at 3.30 p.m. off far south east of NSW. If found please email me. Where found and When Found. It was signed by " Chris etc.@bigpond.com"



I contacted Chris by email and he responded within a few hours as excited as I had been when I found the bottle.

Well move over Robinson Crusoe! I suppose I felt the same way that I would have, had I found this message when I was a child. The thrill we felt for adventure during our childhood never really goes away, we just suppress it until it escapes.

Back to the Cruise.

Katrina, Silk Department, Winsome Lass and Wanton spent the two days before the cruise at Ocean Grange. We were in a pretty cool spot protected from the

forecast winds for Friday of 30 to 40 knots. Late on Thursday Peter and Linda (Winsome Lass) decided to go to Duck Arm as they thought they would be more protected from the forecast wind. Early on Friday, Creme Caramel and Second Wind 2 joined us at Ocean Grange. We shifted our boats to face into the predicted wind and we swam, had happy hour and generally relaxed waiting for the arrival of the other baysiders on Saturday.

Rather than going to Paynesville for our briefing we did our briefing over the phone and airwaves and on Saturday with an accurately predicted south westerly wind of between 8 to 12 knots we motored and sailed to the Nicholson River.

Norman Munns had previously informed me that he was meeting with Emma Mayal and Joe Coleman, the new owners of Lady Jane when they arrived, to assist them to set up their boat Lady Jane. He couldn't refuse the opportunity to sail with them and bring them over to the Nicholson River. I cannot think of a better way to welcome new members to our club than what Norman did.

During the afternoon we were joined by Winsome Lass, and Therapy. We had happy hour and we sang Advance Australia Fair led by Ian Clapperton playing his clarinet. Lady Jane arrived at the Nicholson about 6 p.m that evening. At this stage all the participating boats were at the Nicholson River jetties.

We'd heard from Gary Prescott that the Tambo river jetty has had a lot of improvements and there should be ample jetty space for our boats there if we decided to go visit. Silk Department and Winsome Lass had to return to Melbourne so they went to Paynesville to pull the boats out on Sunday 27th. The balance of our fleet decided to go up the Tambo river for the day.

When we arrived there was only room for about three boats and nobody wanted to try to tie up over the reeds. So Small Change, Katrina, Creme Caramel and Therapy which had found jetty space remained and the rest of us left and motor sailed in the very light to no breeze to Metung where we were later joined by Therapy and Creme Caramel. Katrina joined us the next day.

On Monday 28th, we had a great sail to Lakes Entrance via Barrier Landing. We all found mooring at the main

jetty and the fingers. We left Lakes Entrance that afternoon and had another good sail back to Metung where we again found ample jetty space in front of the park near the pub. Therapy, Lady Jane, Take it Easy Second Wind 2, left to return to Paynesville and pull their boats out. Whilst we were at Metung we were rewarded with a magnificent sunset like no other.

The next day Wanton, Katrina, Small Change and Creme Caramel had a terrific sail to Ocean Grange. We remained at Ocean Grange for one day and then returned to replenish supplies at Paynesville.

Creme Caramel and Small Change left the cruise on Thursday 31st. Clive (Katrina) and Wanton (Ed) pulled out on Saturday. Before doing so though we had great sails on Wanton using Clive's Gennaker.

It was a great week in good company with friends.

Welcome to New Members

Welcome to Joe Coleman and Emma Mayal. They are the new owners of Lady Jane. Joe and Emma have already participated in their first club sail on their Sabre 22, being introduced to the Australia Day Cruise by Norman Munns. They have two young children whom we understand are also potential sailors once they get a bit bigger.

CRUISE REPORT Childrens Cruise, Gippsland Lakes

By Tony Pitt

Participating Vessels:

Sapphire, Wanton, Sea Farrer

“What have you got for our treasure chest?”

That was the call along Duck Arm on Sunday April 14. It was a bright and sunny afternoon but not bright and sunny on the brow of the pirates stare. Most of the crews of the boats parked there in Duck Arm complied with contributions of pearls, gold doubloons and silver jewellery, although two motor cruisers parked at the south end took flight and headed back to Paynesville.



The pirates were at their work.

They collected their treasure and stashed it away. Pirate Isabelle seemed to be in charge. She was the oldest at 8 years of age. Pirate Harry however seemed to be the one to fear most – he was unpredictable.

On Monday the pirates sailed onto Bunga Arm. They sailed past The Grange and past Steamer Landing and kept going and going to a secret spot. With no other boats and only a few ducks to witness their deed, they pulled ashore and buried their loot. They buried the lot. A written record of the sun and where it cast a shadow at a certain time of the day was made so that they could identify the spot and recover the treasure when ready. They also drew a treasure map. And then a pirates pact was made.

Tuesday was a new day and there were quite a few boats sailing up Bunga Arm in the morning. Some of them looked a bit suspicious. Had one of the pirates blabbed? Had word gotten out about the buried treasure?? No alternative but to go and retrieve it.

So back they went. They sailed on and on and found the right secret bay. They pulled ashore and checked the shadow and the time, and found the spot OK. Pirate Elise now seemed to take charge in deciding which pirate got which part of the loot. Then back to the boats to break open some of the gold doubloons and a few easter eggs.



The Children's Cruise wasn't just about pirates and pirate treasure. We also had several beach walks, a nighttime nature walk, 5.00 pm story and yarn time and a good swim. It is toss up as to whether the children enjoyed it more than the grown-ups, although it was hard to distinguish who really were the children and who were the grown-ups at times. I think all the participants are doing this again next year.



CRUISE REPORT

Easter Cruise, Gippsland Lakes

By David Morissey

Participating Vessels:

Crème Caramel, Wanton, Small Change, Spiders Web, Therapy, Katrina

Our intension to arrive at Paynesville by 3pm on the Thursday before Easter was overly ambitious. This is the Easter weekend in Melbourne! After crossing the Westgate bridge at 10:40 am and eventually exiting the Burnley tunnel 1 hour later, it was obvious that it would be a slow trip.

Once arrived, we set about readying the boat from storage at a leisurely pace, run the generator to cool down the fridge and most importantly, give the dog a walk. We made contact with other members and arrangements were made for tea at the Chinese restaurant for 6pm.

The crew from Spiders Web also arrived and they had intensions of launching that afternoon. That was when the fun for Easter first started. Launching went Ok but Gerald couldn't start the motor and by now it was after 5:30 and getting dark, Spiders Web was moved to another finger for an overnight berth to keep the launching ramp clear. Then Brenda decided to take an impromptu swim (another story) making us then very late for tea.

Friday saw a leisurely sail in the direction of Loch Sport, as that was the direction of the wind at that time. The plan was to then sail back to The Grange for the evening if, and when the predicted wind change came. The wind didn't change so we fought our back only to find no room at The Grange jetty. But by 3:30 we had 4 boats tied up at Steamers Landing and Wanton rafted up alongside Therapy as a late arrival.

Saturday was called as a lay day. No wind. Crème Cameral managed a return trip to Paynesville for shopping and a rubbish run. Katrina arrived. Later in the afternoon we witnessed a sea fog rolling in from the ocean and we were quite intrigued as there was a noticeable breeze. The temperature dropped sharply along with visibility and the air was very damp.

Sunday's intended destination was Metung, via Paynesville. The overnight stop was still to be determined. After a long overdue shower and lunch we headed into Lake King for what we hoped might be a reach all the way to Metung with only Spiders Web still to come.

After rounding the Raymond Island cardinal mark it was obvious there was very little wind but Therapy's sails went up all the same. There was only one other boat in the vicinity which was now behind us. Sue said, "That's Wanton", "No it can't be" says David. "Wanton doesn't have a red and white spinnaker and would be miles ahead of us by now." So we motor sailed on. A bit later, a phone call from Wanton, "Where are you?" I asked. "Just behind Therapy. I have the red and white spinnaker up. But I think I'm going backwards."

We motored towards Point King where we picked up a faint breeze which slowly improved providing us with one of our best sails ever. The water was calm and the sky overcast so it was not too hot. We ran close hauled all the way to Metung with our new dog sleeping on Sue's knee. In the end our speed was exceeding 5 knots and the dog was sliding off the seat. He was much happier below, on my bed.

We found a few vacant spots at the Metung pub jetty. There were a lot of larger boats there but still enough room for 5 Baysiders by the late afternoon. By dusk there was even more room as the smaller power boats left.



Easter Monday breakfast was a cook up of bacon & eggs at the BBQ's opposite the pub. From there the inevitable parting of the fleet began, Crème Caramel,

Wanton and Katrina went onto Lakes Entrance while Therapy and Spiders Web had an easy day before returning to Paynesville for recovery.

LIFE JACKETS ARE MEANT TO SAVE LIVES

A Sad Story from Lake Michigan

The Chicago Yacht Club recently released a 60-page report with its findings and recommendations following the death of a sailor who fell overboard in the 2018 Chicago Mackinac race. This is a sad story about a tragedy that could have been avoided. There are strong lessons to be learnt about the use and servicing of inflatable life jackets.

On July 21, 2018, about a half hour after the start of the 330-mile Chicago Mackinac Race, Jon Santarelli, who was an excellent swimmer, slipped overboard from the cockpit of the 52 foot IMEDI. The wind was blowing 18-25 knots and the waves were 2 to 2.5 m in height. There was an all-hands effort to get Jon back on board; unfortunately, after three passes, Jon slipped under the water.

His inflatable PFD was set to auto-inflate...but it didn't, and he didn't manually inflate it. The boat executed a Quick Stop manoeuvre, and then circled around but the boat had too much speed to stop near Jon. On the second attempt as they got close to Jon, a wave forced the boat up and over Jon and he went under the boat from starboard to port. IMEDI circled a third time, and this time they were able to stop the boat very close to Jon, but as they tossed Jon a line and he raised his arms, he slipped below the water and was not seen again.

Most manufacturers guarantee the gas cylinder on self inflating life jackets for 5 to 10 years, but they have a number of provisos, including that there is no evidence of corrosion on the cylinder, that the jacket is serviced annually, and the weight of the

gas cylinder is checked and found to be within a stated tolerance. Manufacturers normally only guarantee self inflating cartridges for 2 or 3 years.

The Marine Safety Authority frequently runs training sessions on how to check whether the gas cylinders on these life jackets are still operational, together with some other information as to how the inflatable jackets should be fitted and fastened. Once you are in the water it may be too late.

The report from Chicago Yacht Club discusses the skill and experience of the crew and the requirement to regularly practice man overboard procedures. It also discusses the effective deployment of a Lifesling or similar device and how these can be placed close to a man overboard without the vessel becoming dangerously close to a person in the water.

Your committee has been busy getting competitive prices from printers. The business cards can be ordered through the club for **\$20 for a box of \$250**. We think that is a pretty good price.

The cards will be customized with your preferred picture of your vessel. To order the cards you need to supply the following information to Edwin Flynn:

- Names. Write them as they way you want them to appear on the card.
- Telephone number(s).
- Email address. There is room for two addresses if you have two.
- Preferred photo.

We don't recommend that the home address goes on the card but this can be a personal decision.

The cards will be set out at the printer and you will need to proof read them from an email copy before they are printed, just to make sure all the details are correct. They will then be printed and sent back to Eddie as a job lot. Eddie will hand them on to members personally at club functions and sails.

BTYC BUSINESS CARD

Have you sometimes wanted to exchange contact information with a fellow sailor at a jetty or marine outlet, but don't have a pen handy or a scrap of paper?

Your committee has been investigating customized business cards for BTYC members. The example below is the customized card that our commodore has had printed. That is Wanton in the picture, although a few of us think she must have been under tow to have all that wake coming off the front.



CRUISE UPDATES

This Murray River long distance cruise will now be undertaken sometime next year after the autumn sailing season is finished. There were 9 respondents to the on line survey about this cruise and at least 5 boats have indicated that they will be likely to be part of this cruise next year. Look for further information on this in future newsletters

The Glenelg River cruise is still scheduled to happen later this year. The cruise is scheduled for October 13 to October 18, 2019. This should enable all participants to get back home before the SAGM on October 20th. Further information is available directly from Kenton Lillecrapp

Notice of Meeting

A General Meeting of the Bayside Trailable Yacht Club will be held on

3.30 pm Sunday September 8, 2019

at

**The Function Room
Healthways Recreation Centre
1 – 11 Arcade Road
Mont Albert North**

To be followed by the annual BTYC Indoor Bowling Championship (cost for indoor bowling is \$24.50 per head for two games and includes shoe hire).

Coordinator: Iolanda Cruz.

Iolanda will need to know numbers for booking the bowling.

There will be an email regarding this closer to the event.

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