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Bayside Trailable Yacht Club NEWSLETTER

March 2018

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COMMODORE'S CORNER



Edwin Flynn

Ahoy Baysiders

I am writing this after I sent out invitations to the Easter Cruises on the Gippsland Lakes from the 30th March until 3rd April and the Goolwa S.A. Cruise that is taking place from the 4 April to 13 April 2018. Subject to the whales arriving into Port Phillip Bay I will soon be sending out invitations to sail with the whales on PPB. It will be very short notice of course, because I do not know when the whales will arrive in the bay, but I think it will be sometime in May. We will also be having a non-water winter activity. More information will be sent to you in due course.

We have had some terrific sails this year and I can say that there has been no shortage of excitement or adventures. One thing for certain is that whenever things happen during our cruises help is always nearby.

In January, I finally caught up with Joan Rockcliff and Geoffrey Peplar to present them with the "Most Adventurous Baysiders" trophy. The award was well earned by Joan and Geoffrey and I look forward to sailing with them often on future cruises.

All cruises this year have been well supported and I want to give a special thank you to all Baysiders who supported our club and participated in our organised cruises. I look forward to seeing you on the water.

Welcome to New Members

Recently joined members of the BTYC are Jim Reynolds and Troy and Lexina Porter. Jim sails a Castle 650 named Mystic and joined us for the Around The bay cruise in January this year, and then again for the Australia day Cruise on the Gippsland lakes. Troy and Lexina sail an Elliot 7.5 called Rising Sun and have two young children who are presumably rapidly undergoing an initiation into sailing.

Going back to last year, the new memberships of Andrew and Janine Wallace, Tudor and Ana Cosma, Bill Emmett, and John and Anne Ring have not been acknowledged in the November 2017 issue of our newsletter. Andrew and Janine have two young children who are believed to be keen sailors and they collectively sail a Noelex 25 called Iterra. Tudor and Ana Cosma also have young children and they sail a Cole 23 called Embrace. And Bill Emmett sails a Status 580 called Blue Heeler.

A big welcome to all of you. It is particular pleasing to see new members with young families joining the club.

CRUISE REPORT Australia Day 2018

.Edwin Flynn

Participating Vessels: *Crème Caramel, Interaction, Lady Bug, Merlin, Mystic, Sea Dove, Sea Goose, Second Wind 2, Silk Department, Small Change, Wanton, Yellow Boat and Take it Easy*

Many of us arrived at Paynesville on the 24th January and we had dinner at the Paynesville Pub. We decided to spend the first night of the cruise at Picnic Arm. It was a good start to the cruise and a good sail.

The following morning, there was some excitement after I thought (wrongly) that I discovered a new species of spider. Paul Tripp's sailing mate looked them up on Google and declared that they were W.A. spiders. Alas a little more research proved these aptly named Jewel Spiders are in fact Victorians and are not so rare after all. I enjoyed my moments of discovery and as I had not seen these spiders at

Picnic Arm before during many visits to Picnic Arm. It proved that there is always some tiny things, or something new ready to be discovered during our cruising adventures.

Jewel Spiders soaking up the sun at Picnic Arm



We returned to Paynesville for the Australia day speeches and sausage sizzle and other celebrations. The event was attended by locals and tourists alike. Later that morning on the grass in front of the newsagency Ian Clapperton brought out his flute and played Advance Australia Fair with Baysiders singing along to our national anthem.

The weather forecast showed favourable winds for a sail to the Nicholson. We set out around 11 am. After a slow start the wind picked up a little and we arrived late afternoon. As usual Wanton picked up the rear and was one of the last to arrive. The enthusiasm of fellow baysiders giving suggestions about how to approach the crowded jetty, soon had me exclaimed with a laugh "Ok guys whose suggestions shall I follow." I was assisted to fit snugly and safely at the crowded jetty. After showers we had a terrific happy hour and I took the opportunity to present Joan & Geoffrey (Take it Easy) with the "Most Adventurous Baysiders" trophy for 2016/17.

The next day proved very hot so we decided to leave the Nicholson River and have a long sail to Duck Arm. After we exited the river and its channels Merlin, Sea Goose, Take it Easy, Second Wind 2 and Wanton decided to tie up together behind Merlin and go for a swim. It was so refreshing to jump into the water but we soon discovered that we were drifting back toward the channel and shore. So John in Merlin thought he'd fire up Merlin and tow the fleet of yachts tied behind him out to safety.

Now it takes a lot of power to move 5 heavy yachts and before we knew it, the power kicked in and we were being pulled pretty quickly. Debbie (Second Wind 2) could not hold on to the rope and my dog Snowy at the same time, so she let go of the rope. Snowy was safe and so was Debbie with the life ring around her. Before long she was 50 metres away from us and alone; so I decided I'd swim to her to keep her company. I needn't have bothered, as when I got to her she was as calm as if she was in the pool. We simply waited for John and Joan to bring Merlin around to "rescue" us and return us to our respective boats. It was high adventure and totally refreshed from our swim we all proceeded to Duck Arm

The Big Tow. Merlin somewhere in the Lead



We stayed at Duck arm for one day. From there we decided to go to Paynesville where we remained for another day because of lack of wind. The next day we decided to attempt to sail to Metung. There was barely a breeze and we simply floated with whatever breeze there was.

So we motor sailed to Metung where we had lunch. The cruise was officially ending that day and the remaining boats decided to sail from Metung to Barriers Landing. We had planned to attempt to find Trish McCowat's phone that was lost there in October. Unfortunately the water was moving very fast and the visibility in the water was very poor so we could not attempt to find it. It was a very minimal outside chance that we'd find it anyway given the speed the current moves past the Jetty.

It was a terrific cruise with plenty of adventure and fantastic company.

Gippsland Lakes Wind Anchorage Considerations		SE-E	NE-N-NW	W-SW-S	Page 1/2
Kalimna	Jetty	No	Average	No	Difficult access and exposed to wave action
Barrier Landing	Jetty	Excellent	No	Good	If no room on jetty, use beach on Metung side
Nungumer	Jetty	Poor	Excellent	Average	
Boxes Creek	Beach and shore	Excellent	Excellent	Excellent	
Chinaman's Creek	Beach and Jetty	Poor	Good	Good	Exposed to SE swell
Chinaman's Creek	Hot Pools jetty & beach	Average	Excellent	Excellent	
Metung Marina	Jetty	No	Good	Good	Exposed to SE swell
Metung Village	Jetty	No	Good	Good	Exposed to SE swell
Silvershot	Jetty	Good	Poor	No	Exposed to N, NW & SW swell
Metung Back Beach	Lake King Jetty	Good	Average	No	Jetty shallow except at end
Resides	Jetty	No	Poor	Average	
Tambo River	Shore & jetty	Excellent	Excellent	Excellent	Access to Tambo r. lumpy in strong NW - W - SW wind
Nicholson River	Shore & jetty	Excellent	Excellent	Excellent	Access to Nicholson r. lumpy in strong NW - W - SW wind
Mitchell River	Shore & jetties	Excellent	Excellent	Excellent	Access to Mitchell r. lumpy in strong NW - W - SW wind
Raymond Island	Steamer Jetty	Good	Good	Average	
Raymond Island	Raymond Island Jetty (near Ferry)	Good	Good	Average	
Paynesville Marina	Outside face	Average	Good	Good	
Fisherman's Wharf	Jetty	Average	Good	Good	
North & South Wharf	Jetty at Yacht Club	Average	Good	Good	
Montague Point	Beach	Excellent	Poor	Excellent	

Gippsland Lakes Wind Anchorage Considerations		SE-E	NE-N-NW	W-SW-S	Page 2/2
Progress	Outside faces of jetty	Not allowed	Not allowed	Not allowed	
Picnic Arm	West shore	Excellent	Good	Excellent	
Wattle Point	Jetty	No	Good	Good	
Holland's Landing	Wharf	Excellent	Excellent	Excellent	
McLennan Strait	South shore	Good	Good	Good	Current through strait can be strong
Loch Sport	Public Jetty	Good	No	Poor	
Loch Sport	Marina	Good	Good	Good	Access difficult in N - NW - W - SW winds. \$10 overnight charge..
Sperm Whale Head	Point Wilson jetty	No	No	Good	
Rotamah Island	Jetty	Excellent	Average	Good	Best facing west side of head
Ocean Grange	Jetty	Excellent	Good	Good	
Steamer Landing	Beach	Good	No	No	-
Steamer Landing	Jetty	Excellent	Average	Good	Best on east side
First Blow Hole	Beach	Good	Poor	No	
Second Blow Hole	Beach & anchorage	Good	Poor	No	

BTYC Associate Membership

With the introduction of the new Incorporated Associations Act in 2013, an opportunity was taken to amend and improve some of the rules pertaining to membership. Our old constitution stated that to be a club member an individual must be the owner of a trailable yacht. That meant that long term members who had sold their vessel for one reason or another could no longer continue with the club.

The new constitution changed that requirement and introduced a new class of membership – Associate member. An Associate member does not need to have a trailable yacht to be a member of the club, and receives the full benefits of newsletters, email briefings, meeting notices, social event notices and sailing event notices as other members. The only difference is that they do not have a formal vote in any decision that the club makes – formal voting is only by full members.

The main purpose of the Associate membership was to allow those retiring from active sailing to remain members of the club. A second purpose may be to provide a pool of potential experienced sailors that could be called upon for an additional crew member. Associate membership offers an alternative to permanently stepping aside from the club

CRUISE REPORT

Around The Bay

January 2018

Jim Reynolds

Participating Vessels: *Mystic, Grasshopper Sapphire, Silk Department, Yellow Boat, and? Wanton (sctaching)*

It was the first time for me at Martha Cove. I was not impressed with the ramps. It was a good idea to get there after the fisho's had departed – it would be a nightmare to launch there in peak periods. Anyway boats in water ok and we motored round to the marina pens reserved for us. Wanton arrived later and launched after we got to the pens – Silk Department + Mystic + Grasshopper + Sapphire..

The morning came and Wanton was awash inside with water. Skipper and crew assumed that one of the freshwater tanks had given way and they bailed it out. The destination for the day was Blairgowrie Beach but in transit we were going to visit the South Chanel Fort then cut back via the Dromana channel to Blairgowrie. There was little wind when we got out of Martha Cove Marina but the wind did increase as the morning went on. We headed off with Wanton still being dried out but happy to follow shortly.

About 20 minutes out into the bay Wanton announces on the radio that they are again awash with water and turning back. Significant concern now from the rest of the fleet as it was clear that they were sinking, but the cause was unknown and the rate at which the water was coming in was uncertain. A nervous 10 minutes and lots of radio contact confirmed that they were back in the marina harbour and still only with 150 mm of water in the boat. Wanton had to abandon the cruise and attend to keel gland screws that had been incorrectly inserted.

The approach to the South Channel Fort was interesting. A description was provided in the morning briefing but I kind of freaked out when I saw the depths as we approached using the chosen path. My chart plotter was showing depths not at all friendly to a Castle keel and I veered away south. The others boats came in close to the fort on the south side and around past the jetty. I was tracking the deep areas as shown by my plotter. But in the end I decided to risk it and dropped the sails, raised the keel a bit, and then motored in

to promptly run aground in approx. 1.3m of water – dang it. Was a gentle touch though.

Lunch stop at South channel Fort



At this time I was not where the others had transited. In hindsight the charts on the plotter are old. Looking at it after the event, the depths on very current sonar charts were different to that shown on the plotter. The inside track taken by the other boats was quite safe. Oh well no damage other than to pride. As the photos show we did all get there still afloat.

Overnight at Blairgowrie Beach



Next destination was Blairgowrie beach for the overnight stay. The regulations on beaching the yachts were quite precise. As long as we did not put any mooring items above

the high tide mark we were fine to dry out. We arrived at close to high tide. I had a smallish sand anchor (picnic anchor) and some plastic 400mm pegs. Well only the anchor really held – the pegs were good until they got wet and then pulled straight out. I will keep them for rivers where the ground is better. At this stage I should have retrieved big berth with associated chain from the forward locker but I persisted with the dratted pegs and got some stability. Others seems to be better at this than me. Anyway we all snuggled down for the night. I did not even feel the transition from wet to dried out to wet again in the morning. Grasshopper anchored off shore to avoid drying out.

The morning came with the next day's briefing. Destination Port Arlington via Chinaman's hat seal rookery then to Popes Eye then via the Cole channel up to Port Arlington.....

Editors Note. I have run out of space to print the rest of this article in this newsletter. It makes enjoyable reading and I will print the rest of it in the next newsletter.

From the Newsletter Editor

Did you miss receiving your copy of the January Newsletter? Well not really. There wasn't one. My apologies to those who had sent me material in anticipation. Unfortunately life became extremely busy for the editor of this newsletter for the first few months of this year, and the January newsletter just didn't happen. Even the sailing had to be put to one side for a month or two.

Back on track now and welcome to this edition of our newsletter. Another will follow shortly.

Installing Venturi Tubes to Your Propeller

By Edwin Flynn

Mostailable yachts will experience cavitation of the propeller when approaching a jetty a little too fast and need to slow a heavy boat down as a matter of urgency. Unless you have a slipping type of propeller or a large bladed

propeller (Mickey Mouse ears) you most likely have experienced the problem of cavitation. Cavitation in propellers is caused when gases are in front of turning blades, inhibiting the blades from getting traction in the water.

One way of overcoming this problem is obviously to change the propeller to one that has larger blades. On a 2 stoke mercury outboard a new propeller may cost upward of \$130. These larger bladed propellers will certainly stop the boat fast whenever you need to do so. However there is a drawback. These propellers do not perform very well when you want to go in a forward direction. Because of the angle of the blades forward thrust is reduced so you find that you have to rev your outboard harder, with resultant very poor fuel economy to maintain a reasonable forward motion. So how to overcome the problem of propeller cavitation in reverse gear?

A solution to this problem is to install Venturi tubes in the propeller. A Venturi tube is simply a tube cut to size and inserted into the rear of the propeller shaft. When the propeller spins in reverse the exhaust gases are sucked out of the propeller shaft and expelled by the tubes behind the flow of the water rather than in front of the reversing blades. As the gases are behind the propeller, the propeller is able to get traction through the water to slow or reverse the boat.

Note that the holes are drilled into the shaft of the propeller at an angle so that when the propeller is turning in reverse the exhaust gases are pushed into the tubes. In addition, because the tubes are cut at an angle, the motion of the water sucks the gases out. In forward motion the water is pushed down the tubes assisting with dispersing the gases behind the propeller.

I have now changed the Venturi pipes to aluminium. The pipes are glued to the propeller with Sikaflex 291. I expect with regular checking the modified propeller will give me as good a reverse as my big bladed reversing prop with the added benefit of very satisfactory forward propulsion.

Further reading and the discussion of this topic, go to <http://www.trailersailerplace.com.au/phpBB3/viewtopic.php?f=31&t=6930&hilit=venturi>

Also view my video of the working modified propeller at <https://youtu.be/IRECV5O8t8E>

Acknowledgement: Thank you to Jeff Smith (MoodyBlue) who showed me how to do this conversion.

Notice of Cruise Port Phillip Bay

**Dates will be finalized at Moderately Short Notice.
Dependent Upon when the Whales enter the bay
Sometime in either May or June 2018**

Cruise Coordinator: Edwin Flynn
0413 454 029

This cruise will provide the opportunity for a maritime encounter with one or more of the biggest animals of the sea. Southern Right Whales have been entering Port Phillip Bay during winter months for the past few years. Last year the first sightings were in May.

The Cruise: The starting point is likely to be the Werribee River and it is intended to make day trips out to different parts of the bay while overnighing at Wyndham Harbour.

Navigation Each vessel must have good up to date charts of the bay or a modern Navigational system on board.

Fuel: You will need to carry fuel for at least 6 hours motoring on each day. The winds can be surprisingly light in late autumn and early winter.

Communication: VHF or 27 Mehz. VHF is preferred. .

Please register your interest in this cruise directly with Eddie. He is making further definite plans and relevant enquiries and will keep you posted on likely cruise dates as the winter approaches

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