



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

March 2026

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BTYC Committee

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Past Commodore	Joan Rockliff	0427 275632
Cruise Director	Tony Pitt	0408 514581
Treasurer	Kenton Lillecrapp	0418 422 099
Secretary	Andrew Tsitas	0418 585276
Social secretary	Anne Lillecrapp	0438 116 665

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COMMODORE'S CORNER



From Grant Matthews

Ahoy Baysiders!

Your new committee is up and running and has now had its second meeting. There is some positive messaging coming from our committee.

As you probably know at our last AGM there was significant doubt about whether our club could continue to operate. We had sufficient funds to pay our expenses for the immediate future but no Secretary (used to be called public officer) and no Commodore. The AGM was successful and both positions were filled.

I am pleased to report that our club will continue for the immediate future. We will have adequate funds to meet all our commitments for 26/27 sailing season. Beyond that however this will only be possible if

- a) Our existing membership base renew their subscriptions in June and July; and
- b) The club is able to recruit new members.

The committee has agreed to make some operational changes in order to make the club more financially viable. Our principal operating expenses have been: public liability insurance costs, printing and mailing costs for the newsletter and website costs. Insurance costs are a necessity for the club to continue but we have been able to reduce the costs of the other two items. Accordingly our newsletter will now be sent by email to all club members and we are exploring moving the BTYC website to the "Trailer Sailer Place" website under a pull down menu on the TSP home page.

I would particularly like to thank Jim Reynolds for his work on this which will be a considerable saving for the club. We will inform all members by email when this becomes operational.

I am also pleased to report that Tony Pitt has taken on the role of cruise director and he and others are working on a cruising calendar for the 26/27 season. Can I encourage anyone who is thinking about a cruise or leading a cruise, or has an idea for a cruise either by land or sea to contact Tony or myself.

Our experiment with combined sails with the Sonata Yacht club has not been successful. Not a single respondent from our club has come forward to join their organised sails. It may be that our members are really just fond of each other's company and not really looking to join other clubs in the cruising activity that much. We will have our cruise program for 2026/27.

Elsewhere in this emailed newsletter will be Anne Lillecrapp's social secretary report outlining social events which I would encourage people to attend, the as well as reports on recent Gippsland Sailing Cruise and the upcoming Land cruise in the Riverland.

Finally a big thankyou to the committee members: Anne, social secretary; Andrew, club secretary; Kenton, treasurer and Tony, newsletter editor and cruise director.

INTRODUCING YOUR COMMITTEE



Grant Matthews began his love affair at 10 years old with a rowing boat which was given to use at the family holiday house at Cannons Creek. Many fond memories of rowing to Warneet and further to catch whiting and leather jackets. His first pay cheque was used to buy his first power boat and, together with Susan, purchased the Hire Boat business at Rye in 1976 and ran it for four years. A Pacific 747 was acquired in 1983 and competed in the fortnightly races both from Hastings and Yaringa for many years. In 2010 Grant and Sue joined Flinders Yacht Club and participated in rag-and-stick sailing with all the other big kids. Grant took the role of vice commodore at Flinders YC 2013 to 2014 and 2016 to 2019. Then back to Hastings YC in 2019 because they had purchased another trailable yacht and Flinders YC didn't have facilities. Grant was vice commodore at Hastings YC from 2023 to 2025. At last year's (2025) AGM there had been no BTYC commodore for the previous sailing year and Grant agreed to stand for the committee and was promptly put into the role as Commodore.

Anne Lillecrapp has been a member of the Baysiders since 2001, sailing on Noalex 25 "Silk Department". During that time Anne has been an active participant in numerous Baysider cruises to the Gippsland Lakes and locally on Westernport as well as extended cruises to Fraser Island, the River Murray and Tasmania. Anne is a particularly social person and likes the social side of our cruises as much and possibly more than the sailing. Three years ago Anne joined the committee as Social Secretary and has since planned numerous functions including Christmas get-togethers, mid-winter lunches, Baysiders 40th birthday lunch and planning this year's River Murray land cruise. When not sailing Anne's key passion is being somewhere in the garden.

Andrew Tsitas started his sailing career in the 1970's in a Mirror on Albert Park Lake with his dad. In the mid 80's Mum and Dad Tsitas bought a weekender at Warneet and, not long after, a Jedda 22' / 6.7m trailer sailer called "Serica". The Jedda was raced & cruised for more than 30 years mainly in Westernport & Port Phillip Bay. Much loved, "Serica" went to the Gippsland Lakes and the Hawkesbury River numerous times and also to Tasmania when relocated for work. Then she was towed to Brisbane for another work relocation and spent almost every weekend on Moreton Bay. Andrew and Claudia purchased a bigger boat in 2018 called 'Evergreen', an Aloora Mk2 which is 7.2m and also a twin beige keel design. Designed & built by Ozzie Whittlely who also did the other popular Kestrel Yachts (Kestrel, Jedda, Aloora & Aroona). Evergreen is much wider, has headroom inside, a bit longer and can seat six at the dining table, so perfect for cruising!

Kenton Lillecrapp sails a Noalex 25 "Silk Department" and has been a member of the club since 2001. In 2009 he joined the committee as Cruise Director and in 2011 was elected as Commodore of the club. Kenton continued as Commodore until 2015 when he stood down, but has remained as an active committee member ever since. In 2021 he took on the role of Treasurer. Kenton has led numerous Baysider cruises, both locally, at places like Gippsland Lakes and Westernport and extended cruises like the Myall Lakes, Fraser Island and River Murray.

Tony Pitt sails a Sonata 26 "Sapphire" and has also been a long term member of the club. He grew up in Beaumaris and started sailing at 12 years of age on a Sailfish (can you remember them?). Then on to a Heron for many years, and he and Gaye were the proud owners of a Boomaroo 22 "Shady Lady" when they first joined BTYC. Tony joined the committee in 2013 and took on the role of preparing and printing the club newsletter. When not sailing, Tony is usually found in West Gippsland looking after his farm, or sometimes in Melbourne playing with his grandchildren.

GIPPSLAND LAKES CRUISE February 23 to 27, 2026

By Kenton Lillecrapp

*Participating vessels: Silk Department Scallywag
Spiders Web, Dolphin*

This cruise was designed to run for the week starting Monday 23rd February and finishing at Paynesville on Friday 27th February so that we could all stay on to join in the festivities of the Paynesville Classic Boat Rally over the weekend.

Right from the start the forecasts were discouraging with strong easterly winds and plenty of rain predicted for most of the week.

Silk Department and Scallywag launched Saturday afternoon. We met up with former member Shaun Douglas who has just bought a Noelex 25 and very keen to show us his refurbishment work. That evening we had happy hour on board Scallywag with Ron and Ruth and former members John and Helen Bohling.

The forecast for the first day was not promising. Increasing strong easterly wind and showers, then a south westerly change in the middle of the night with very strong winds and lots of rain. We faced our boats south west on the Ocean Grange jetty with rain shelters up ready for the change. We had happy hour in the shelter of the picnic ground while the wind blew hard and the rain drizzled out on the jetty.

The change came suddenly in the middle of the night. A very strong, gusty south westerly and heavy rain for a couple of hours.

The morning was overcast with a very light easterly. Spiders Web left us to go into Paynesville and then home. Silk Department and Scallywag sailed and motored the long way round the island and up the Tambo to Johnsonville. Happy hour later with Susan and Grant Matthews who drove over from Eagle Point.

Up till now we had avoided Metung as a destination because of the constant easterlies but now the forecast changed to a light southerly. We both had a glorious sail across Lake King. Several of the big old boats

heading for the Paynesville Classic Boat Rally arrived and spent the night on the wharf and Ron and I were fortunate to look over Gary and Mark's refurbished old prawn trawler. 45 tons and an enormous Gardner diesel motor driving it. A lot of rain and thunder and lightning overnight and in the morning.



On Wednesday morning we motored back to Paynesville in a very light south westerly, passing very close to the tall ship Enterprize which was motoring but had all sails set. A great sight.

By now the forecast was for more strong easterlies right through to the end of the weekend and as well as that all possible pontoons and jetties were closed to all boats other than those registered for the Classic Boat Rally. Silk Department and Scallywag reluctantly retrieved boats and spent the next four nights on our trailers in the car park.

Friday night we had a lovely dinner at the Paynesville Hotel with Susan and Grant, Ron and Ruth and Martin and Denise who had arrived that afternoon. The hotel

has changed hands and we were very impressed with our meals.



On Saturday morning Paynesville was jumping, with hundreds of people and all the classic boats on display either on the water or on trailers in the car park. The

Grand Parade of classic boats down the Strait was a highlight.

Quite a different cruise this time and both Silk Department and Scallywag headed for home early on Sunday morning.

MURRAY LAND CRUISE 29 April to 15 May 2026

By Anne Lillecrapp

The BTYC Murray Land Cruise is fully booked with ten couples attending.

We are all meeting at Renmark for the start of our trip however, rather than motoring on boats on the water we are travelling down the Murray by road this time and exploring all the places that we have been unable to access from our boats on previous trips.

Some of the places and tourist things that we may be doing are:

- PS Industry paddle steamer trip
- 23rd Street Distillery (Renmark)
- Headings Cliff Lookout
- Loveday Internment Camp
- Illalangi Gourmet Foods at Waikerie
- Morgan Museum
- Monarto Safari Park
- Birdwood Motor Museum (maybe)

Also:

- Canoeing at Cordola and Kingston on Murray
- Campfire dinner at Cordola

There are also places that we will re-visit:

- Woolshed Brewery – Wilkadene
- The Overland Corner Hotel for a mid-cruise Saturday lunch
- The bakery at Mannum for Kitchener buns – the best on the Murray
- The Mannum Hotel for our final farewell dinner.

We are going to visit Murray locks 1, 2, 3 and 4 and look down from above instead of forlornly looking up from below and hanging on while the lock fills or empties. Much more pleasant.

Looking forward to having a lot of fun on this trip and visiting some new places.

MAST OFF RIVER CRUISING WITH COMFORT

Every transformation of a trailer sailer to a mast free riverboat is somewhat unique in its design and custom fitting. However there are some fundamentals to consider.

Supporting the forward end of the boom

Most trailer sailers are a compromise between sailing, personal space, and comfort. The comfort particularly comes from having access to shade and good shelter when required. The sailing requires good visibility and easy access to motor and tiller,

To provide for shade and shelter when at anchor or in port, most trailer sailers have developed or built some sort of boom tent. The boom usually forms the central ridge of the structure so that rain and direct sunlight can be deflected away from the cockpit. As the boom is normally supported at the forward end by a gooseneck to the mast, and by a topping lift from the top of the mast for the stern end, the challenge is to design something to support the boom when there is no mast.

Two designs for a mast substitute are shown in the photographs below. The first photo shows one design which enables some adjustment in the height of the boom attachment. The second photo shows a strengthening around the attachment at the mast step so that no stays are required.



The boom itself can be used as the supporting structure for the ridgeline of the boom tent. In both examples above, a separate wooden beam has been fabricated to replace the boom, which is then left at home.

Supporting the stern end of the boom.

There are several options to support the stern end of the boom/beam. Although not clearly visible in the photo below, Silk Department supports the stern end of the boom with a prop that is fixed to the traveller.



An alternative arrangement is shown in the next photo with a custom made structure that bolts to the pushpit and supports the beam with a crossbar.



Extra Gear

Storage of additional fuel is normally required for river cruising, as some of the rivers have quite remote (and beautiful) sections and there can be long distances between refuelling stops. Safe and secure storage at some convenient location on deck is preferred for fuel. Don't store fuel in the cabin.

Additional drinking water may be required, and this may be stored on deck and below.

A small trolley or even a folding shopping cart is a useful addition to boat paraphernalia, as cartage of fuel and/or provisions to the boat may involve a substantial walk from the jetty to the shops and return.

When planning a mast-off cruise it is useful to carefully review your normal daily requirements for fuel and water and then decide on what you need to carry based on the distances between replenishment stops.

Mast-off cruising allows us to explore waterways that are otherwise prohibitive due to low bridges, overhead wires or overhanging trees. Some of the most popular mast-off cruise destinations are along the Murray river, particularly in South Australia upstream from Blanchetown. Other destinations that have been visited by BTYC members for mast-off cruising are the Glenelg river and Maribyrnong/Yarra downstream from Dwigths Falls. Mast-off cruising adds another dimension to our sailing enjoyment.

SOME PHOTOGRAPHS FROM THE BTYC ARCHIVES DO YOU KNOW THE YEAR?



