



Bayside Trailable Yacht Club NEWSLETTER

NOVEMBER 2013

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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	



COMMODORE'S MESSAGE



From Kenton Lillecrapp

Hello Baysiders,

The opening of the Baysiders 2013-14 sailing season is well under way.

Great to catch up with members at the opening barbecue at Andrew and Amanda Fedorowicz' home last month. Andrew's expertise with the lamb on the spit is unsurpassed and we easily had enough members attending to hold a Special General Meeting at the same time and pass amendments to our Rules of Incorporation. Once they are formally accepted by Consumer Affairs we will post the new Rules on the website.

The long weekend incorporating the Melbourne Cup was the opening of the season cruise on the Gippsland Lakes including the sailpast and salute to the Commodore. What a great weekend despite some rather windy weather. Sixteen boats attended and all dressed up boats and crew for the sailpast on Monday morning. Two "Best Dressed Boat" awards were made. One to a sensational derelict and almost sinking Flying Dutchman ghost ship which even included a ghostly crew (Take it Easy – Joan Rockliff & Geoff Peplar & ghost dog Wilma!) and another to Big Bird in all his yellow finery sitting on the boom with Captain Hook steering (Simply Magic – Andrew & Amanda Fedorowicz).

Sue and Clive Aikman on Katrina won the "Most Respectful Salute" with a salute involving Harvey Wallbangers, and I have to report that the standard of Disrespectful Salutes has fallen so much that I was not able to make this award this year!

One more highlight of the weekend was the presenting Peter Nyga with his 100 Cruise pennant. Congratulations Peter.

Looking out to the rest of the season, we have some great activities coming up, the first of which is our Christmas party lunch at Tony and Gaye Pitt's property at Shady Creek. This will be a lot of fun and a little different to previous night time parties.

After that we have our Christmas cruise at the Gippsland Lakes, including the New Year's Eve fireworks at Paynesville and our traditional lunch at the Cruiser Club on New Year's Day.

So come along and join your fellow members. I look forward to seeing you at these upcoming events.



TREASURER'S REPORT

From Joan Rockliff

Hi fellow Baysiders,

The only thing I need to say is thank you to all those who have paid their Annual Membership Subscription and I hope all have a happy and healthy 2013-2014 sailing season. Our club is financially secure with a healthy reserve in the account. There are still a couple of late payments to come in. Account details for payment are:

BSB 033 138 WESTPAC Account No. 36 8458
Account Name: Bayside Trailable Yacht Club Inc.

THE SAIL PAST FOR 2013/14

Big Bird came all the way from Sesame Street, to participate in the Commodore's sail past for BTYC this year. This larger-than-life character was formally greeted by the Commodore with a respectful salute, but all Big Bird could do was open his beak and point into it, we think indicating that he either wanted food, or had eaten Andrew Fedorowicz.



Also missing in the sail past was the entire crew of Take It Easy. In their place, a couple of wraiths had taken over the boat, shredded the sails, and changed the name to The Flying Dutchman. That faithful whippet Wilma was nowhere to be seen and we can only assume that she had abandoned ship along with the rest of the crew.



Vessels and crew participating in the sail past were:

Katrina (Clive and Sue Aikman),
Scallywag (Ron and Ruth Attard),
Creme Caramel (Ian and Lesley Clapperton),
Pirouette (Graham and Joan Cox),
Panacea (Brian and Ann Enno),
Simply Magic (Andrew and Amanda Fedorowicz),
Sea Goose (Andrew and Kristine Jones),
Silk Department (Kenton and Anne Lillecrapp),
Serenata (Brian and Robyn Loh),
Trilby (Don and Trish Mcowat),
Playmate (Peter Nyga),
Sapphire (Tony and Gaye Pitt),
Take It Easy (Joan Rockliff and Geoff Peplar),
Scott Free (Mel and Margaret Tripp),
Sea Dove (Paul and Debbie Tripp),
Winsome (Peter and Linda Williams).

THE EDITOR'S DESK

From Tony Pitt

As we go to press with this newsletter, we are also getting a bit of lawn mown, the house hosed out, and the BBQ gas cylinders filled in preparation for the Baysiders Xmas party. The annual Xmas party will be at our place this year. See the notice in this newsletter for more information on the time, location, and directions on how to get there. We live on a small farm near Warragul and about 75 minutes from Melbourne CBD, and so there is the option of coming for the lunch and then returning home, or you can stay overnight if you have portable accommodation.

Originally planned as a Saturday afternoon social lunch our Xmas gathering is gradually morphing into a weekend long party. At the last count, there were nine caravans and a boat providing accommodation overnight on Saturday night, plus every bed in the house is now booked. I'm not even sure if Gaye and I have got anywhere left to sleep now! The first few vans arrive sometime on Friday and it looks like it will be standing room only at the recovery breakfast on Sunday morning.

We are a very social group of people!

NEW CLUB MEMBERS

We welcome into our Club two new members and two additional craft. Welcome to Max Ward, who has a Kingston 580 motor launch and welcome also to Bob Bownds, who sails a South Coast 18.

We hope you all have many happy hours cruising with the Baysiders.

THE BROADWATER AND MORETON BAY CRUISE, SEPTEMBER 2013

By Geoff Peplar, *Take It Easy*

Participating vessels:

Katrina, Careel 22 (Clive and Sue Aikman). *Merlin*, Whitley 660 (John and Joan Coombs). *Take It Easy*, Noelex 25 (Joan Rockliff and Geoff Peplar with boat dog Wilma).

Planning and organisation for this cruise commenced in June 2013 with expressions of definite interest received from six vessels, but due to various circumstances three boats were unable to attend. Horizon Shores Marina, Woongoolba, was the planned departure point and *Katrina* and *Merlin* arrived and launched on Monday 2nd Sept. 2013 with *Take It Easy* arriving and launching the next day. The trip from Victoria had taken four days, being generally uneventful but somewhat bumpy along the Newell Hwy. Overnight stops had been in caravan parks, vastly varying in degrees of quality!

Amid excitement at the thought of the adventure about to begin, the initial cruise briefing was held onboard *Take It Easy* on the evening of Tuesday 3rd, with a very pleasant dinner then enjoyed by the cruise group onboard *Merlin*. The next morning was the planned on water start date, but due to a 15/20 knot southeasterly wind it was decided to delay departure by one day. The day was spent with further preparations, and in the afternoon, vehicles were driven to Calypso Bay Marina for a very pleasant lunch at the Irish themed Harrigans pub, with a great view of part of the waterway to be travelled next day.



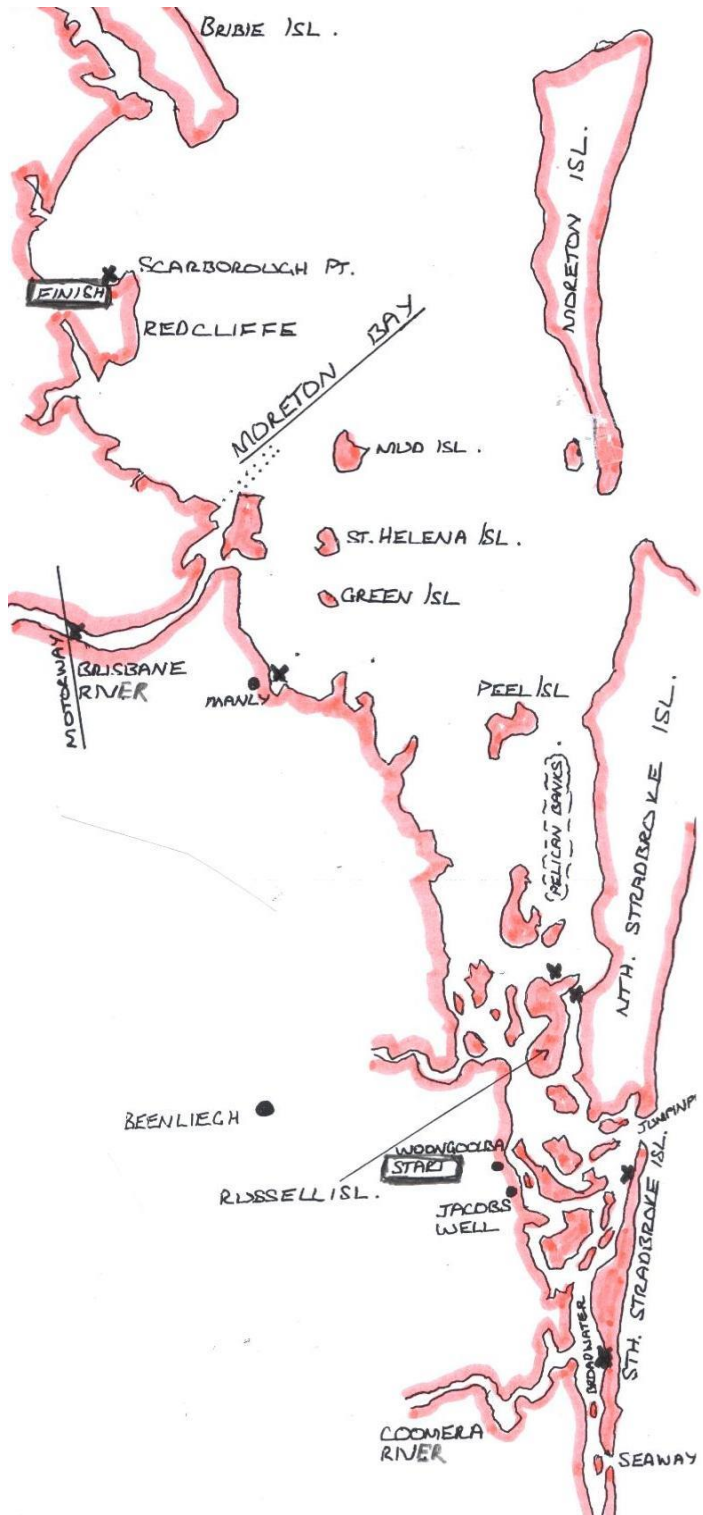
The wind was down to a 5/10 knot southeasterly on Thursday morning, so at 0900hrs and at the top of the tide, the vessels departed for the journey to Browns Island. The first surprise of the trip was the rather disconcerting scene in a mooring area just outside the marina; of a yacht mast weed festooned and with furled sail attached protruding vertically from the water, not something one sees every day! Motoring on with good depths of water, port and starboard lateral beacons were

nevertheless strictly followed down past the township of Jacobs Well, then Calypso Bay and onward past Tulleen Island. Passing Couran Point Beach Resort the vessels entered the Broadwater and with wind against tide negotiated slightly choppy waters as they pressed on to the entrance to Browns Island anchorage. Entering with caution due to shallow depths, another surprise was the sight of the wreck of a large yacht on a sand bank beside the entrance channel! Anchors were dropped in greater depths of water within the scenic anchorage and after lunch the yacht crews took up John and Joan's kind offer and went onboard *Merlin* for a run upstream along the Coomera River. Passing canal developments and multi million dollar houses, floating pontoons at Sanctuary Cove offered plenty of berthing space, and with no apparent time restrictions, finding a spot for *Merlin* was no problem. After a look around and afternoon coffees, it was back onboard *Merlin* to return to Browns Island. On the trip back there was discussion about the amount of money invested in the riverside properties and some thought given to the cause of the wrecked yachts and although a possible hazard to navigation, that they had not been removed.



Next morning John, Geoff and Joan took a run ashore in the tenders, landing on a small beach alongside yet another wreck! This time a small runabout with outboard motor still attached. They blazed a trail boy scout style through the bush and after descending a very steep sand dune, reached the ocean beach for a fantastic view south of the distant Gold Coast high rise buildings. Returning to the anchored boats, departure was then made in bright sunshine and light southeasterly winds for Main Beach on the Gold Coast via the west sides of Crab Island. and Wavebreak Island. There was some confusion onboard *Take It Easy* as she came up to the South Wavebreak Island Channel due to an incorrect recommended track shown in the Beacon-to-Beacon directory and also wrong signals made aboard a dredge in the channel. The mix up resolved and motoring on, arrival was made at Southport Yacht Club Marina. Checking in at the marina office with a pre booking, the crews were welcomed and charged the princely sum of just over \$25-per night per vessel for the berths, amazing as this marina is in a prime location!

The Broadwater and Moreton Bay



After settling in, the group visited the club bar for drinks, then following lunch back onboard, a taxi was called for Clive and Sue and Geoff and Joan to shop at Australia Fair for supplies, etc. whilst John and Joan explored. That evening the crews dined at the Yacht Club restaurant.

The following day being a lay day, the morning was spent refueling, shopping, sight seeing, etc. In the afternoon the Southport Yacht Club held their opening day sail past. Merlin, Katrina and Take it Easy flew what colourful flags they could find on board and viewed the proceedings, sounding a foghorn as the yacht club vessels sailed past their berth! Later in the afternoon the cruise group boarded Merlin for a return run along the Nerang River, passing under the Gold Coast Bridge for views of the multi storey buildings, canals, and waterfront homes. A daredevil tourist high in the air, with a water jet pack strapped to his back and connected by high-pressure water line to a pump on a powerboat presented a fascinating scene. All in all a fantastic trip, especially with the evening sun casting a pink glow on the skyscrapers, it was like another world.

Onboard that night was Beef Chow Mien. Very tasty for hungry sailors. Departure on Sunday 8th was at 0730hrs to enable arrival at the next destination on the top half of the tide. In a light northwest wind, the vessels travelled via Wavebreak Island east side to view the Gold Coast Seaway entrance and then onto the Broadwater. Motoring into the very scenic Tipplers Passage, Take It Easy observed and picked up a drifting dinghy. As the crew wondered what to do a houseboat came into view steaming toward them, guessing the dinghy was theirs, when the houseboat neared, the crew released the craft for it to be returned to its owner! Travelling along past Dux and Curtis anchorages, entry was made via a winding channel into The Bedroom anchorage on the east side of Pandanus Island, the sand dunes on Nth. Stradbroke Island looking like low mountains in the distance. At 1030hrs anchor was dropped in the deepest water, calculations indicating there would be approximately 0.3-meter depth at low tide.



Sometime after lunch, a family was seen trying in vain to push their tide stranded powerboat off the beach. As Merlin and Take It Easy crews were able to go ashore in their tenders, they rendered assistance, and after much pushing and shoving the boat was refloated. With thanks from the powerboat family their parting comment was "would you believe we've only had the boat two weeks". Yes, the crews did believe it! Not long

after, a repeat performance was required for a jet ski. That evening happy hour was enjoyed on Take It Easy, but with the fly net out due to sandflies.

After an absolutely glorious calm night in this very beautiful anchorage, and a stroll to the wide ocean beach by Geoff, Joan and Wilma in the morning, departure was made at 1045hrs for Russell Island. The vessels motored with a light but gradually freshening northwesterly wind and a falling tide past Jumpinpin entrance (widest expanse of deep water encountered so far), the almost sheer wall of Slipping Sands, and then via Canaipa Passage, to arrive and anchor off Russell Island. The incredibly high wooded sand dunes of North Stradbroke Island complemented the overall scene at this anchorage. Turtles were observed as the vessels came up to anchor and were again seen during the evening. A very late (due to the adverse tide) progressive lunch was held, commencing with entrees on Take It Easy, main course onboard Merlin and desert onboard Katrina. During desert, Clive managed to upset a glass of wine, spilling the contents across John, Joan C, Geoff and the Porta Potti, but Clive classed it a "good save" as some wine remained in the glass! The lunch was very enjoyable, although the trip in the tender after dark was somewhat tricky!

The next day the crews rested (John fished) till 1100hrs, then up anchored and pressed on to the north side of Russell Island mooring off the boat ramp in Krummel Passage. The crews resupplied at the Russell Island village and had lunch at the Café. As Sue found it difficult to board a tender she stayed on board Katrina. During lunch Sue phoned Clive to say Merlin had dragged anchor on to Take It Easy. John, Joan and Geoff hurriedly made a beeline back to the boats and sorted out the problem, relocating to the north side of the anchorage in the process. Later, happy hour was enjoyed on Katrina, with the regular ferry service to Russell Island (Pop. c. 3000) being interesting to observe as the group chatted.

Wednesday 11th departure was at 0805hrs, and motoring/motor sailing took the vessels past Pelican Banks. A turtle, and a dugong were sighted off these drying banks, with a shark seen by the crew on Merlin. Leaving the Merv Hazel Beacon to port and entering Moreton Bay, Merlin opened her throttle and made course for Manly harbour whilst Katrina and Take It Easy were at last able to sail in the now open waters, a 10 knot northerly wind being ideal. Passing Peel Island in quite strong tidal flow, and after a close passing by a Stradbroke Island ferry, idyllic sailing conditions took the yachts towards the A. S. Huber beacon off King Island and then into Manly. With smoke drifting across the bay from a bushfire on Green Island John and Joan directed the boats to the pre booked berths at Moreton Bay Trailer Boat Club. After settling in and finishing boat-keeping chores, etc. the group went to the Manly Hotel for drinks and dinner with Jill and Graeme Bale whom were in town for the launching of their son's restored 5.5-meter class yacht. A lay day was enjoyed at Manly with the crews visiting town, etc. Clive took the opportunity to meet up with his sister. That evening the two Joan's and John and Geoff walked to the Royal Queensland Yacht Club for dinner. A great

venue, but unfortunately one of the meals was cold. After speaking to the waitress free coffee was offered at no cost along with the cost of the meal returned. Clive and Sue remained onboard Katrina, as the walk to the yacht club was fairly long.

Friday 13th and after the morning briefing, the boats left for the Brisbane River, passing to the west of Green and St. Helena Islands. The 10/15knot southerly wind enabled good sailing with Merlin easily keeping pace. Two very large turtles in the act of mating marked the river entrance. As we approached several ships could be seen anchored in the Rodes towards Moreton Island. Proceeding upriver and after being passed by a sand barge and ship, the boats berthed at Rivergate Marina located just downstream of the Gateway Motorway. With check in completed, the crews relaxed. As the marina is adjacent to major refitting workshops for large vessels, the launching by huge travel lift of a vessel was an interesting distraction during the afternoon. Clive and Sue introduced themselves to a husband and wife whom were aboard their 75-foot yacht, Cavu, which had just undergone a refit at the yards. We were given a guided tour of this beautiful vessel but were amazed that two people could handle such a large and complex boat. At least she has motorised winches for sail handling. Following happy hour on Katrina a calm night was enjoyed, except for passing vessel wakes, one snapping a mooring line on Merlin. Due to proximity to Brisbane Airport, the night was not quiet. The next day the crews travelled by taxi to the suburb of Bulima for lunch and took a return City Cat ferry upriver to Brisbane City.



At 0900hrs on Sunday 15th Katrina, Merlin, and Take It Easy left the marina for the river entrance and then set course to the north with a light southerly wind bound for Scarborough Marina. Passing power boat races off Redcliffe and in the vicinity off North Reef, the crew of Take It Easy witnessed the extraordinary sight of two dolphins playing with, as if it were a ball, a blue coloured jellyfish, pushing it with their snouts! Later, and after some confusion over the phone with

management regarding the booking for berthing at the marina, the boats entered the harbour and located their berths. Following a walk around the village in the afternoon, dinner that night was at the Moreton Bay Boat Club. The next day, Clive, John and Geoff travelled by bus into Brisbane City and then train to Beenleigh with the final leg to Horizon Shores Marina by taxi, to pick up their cars and trailers.

Back at Scarborough, the crews started the tedious task of packing away gear, tenders, etc. in preparation for retrieval of the boats the next day, but one more surprise awaited; the weather overnight and into the early morning.

The day had started in calm conditions, but a northeast wind had slowly increased in the afternoon, and after dark, with rattling halyards and wind shrieking in the rigging of the moored boats, it was hard to sleep. The wind eased, and then a vicious but short-lived thunderstorm came from the west against the northeasterly, with heavy rain the wind increased and switched to the west. When the storm passed and after a short lived calm, the wind came back from the northeast and increased. After a while, with the boats being buffeted by the wavelets in the marina, the wind suddenly dropped, just as if a giant fan had been turned off! The rest of the morning was calm. The weather information on the iPhone indicated a gust of 41 knots had been recorded at Scarborough.

After the nights' drama, retrieval of the boats was an anticlimax. With the Queensland cruise ended, arrangements were made and then the vehicles headed off for Yamba, NSW for the next adventure, on the Clarence River, but that is another story!

This cruise was a great adventure, in great company, on a fantastic waterway. Everyone stated they could sail that area again, that says it all!

APPROX. DAILY RUN DISTANCES (excluding Coomera and Nerang Riv.)

	Distance Travelled	Overnight
	Rest day	Horizon Shores marina, Woongoolbah
Day 1	10 nautical miles	Browns Island
Day 2	8 nautical miles	Southport Yacht Club Marina
Day 3	Rest day	Southport Yacht Club Marina
Day 4	14 nautical miles	The Bedroom
Day 5	11.5 nautical miles	Russell Island
Day 6	3 nautical miles	Krummel passage
Day 7	23 nautical miles	Moreton Bay Trailer Boat Club
Day 8	Rest day	Moreton Bay Trailer Boat Club
Day 9	20 nautical miles	Rivergate Marina
Day 10	Rest day	Rivergate Marina
Day 11	20 nautical miles	Scarborough Marina
Total	110 nautical miles	

CONVERTING FLUORO CABIN LIGHTS TO LED'S IN SIX EASY STEPS.

by Edwin Flynn (*Wanton C22/110*)

Step 1. Remove the fluoro tube and the ballast



Step 2. Remove the clips that hold the fluoro tube.



Step 3. Cut the LED strip to required length. The strip can be cut at marked places, see photo below. Only cut the led strip at any spots marked with the facing arrows



Step 4. Carefully peel back the plastic led lens just at the contact points



Note: the + and – marks. This is where the soldering is done.

Step 5. Solder suitable wire Red to positive, black to negative



Step 6. Remove the sticky strip cover and stick the LED light strip to the fitting.

Wire to power and you are set.

I used Plastic electrical tape to seal all the soldered points. You can use hot liquid glue. I also (unnecessarily) placed a strip of electrical tape beneath the top end of the LED strip to be sure there is no shorting from my soldering

The Result.

The photograph below was taken at night without using any flash or light settings. The LED lights are bright and easy to read by.



COOKING UP A STORM

Tried and Proven Baysider Recipes for Preparing Amazing Dishes with a Bare Minimum of Ingredients and a Bare Minimum of Space

Broadwater Beef Chow Mien

What you need:

500 g mince beef

¼ cabbage

1 cup green beans (enough diced beans to make 1 cup)

2 sticks celery

1 onion

1 teaspoon curry powder

1 pkt chicken noodle soup

1 ½ cups water

Dice the onions and celery and chop and slice the beans. Slice and chop the cabbage. Brown the onions and mince together in a saucepan and then add all the remaining ingredients and simmer for about 20 minutes. Can be served with rice, or rice can also be added into the simmer mix for variety.

Serves 2 hungry sailors or 4 lounge lizards.

Members to Note: This is your column. I am looking for lots of contributions of your favourite dishes that you make at sea.

Editor

Notice of Cruise

GIPPSLAND LAKES

Xmas Cruise

Saturday December 28, 2013

until

Sunday January 5, 2014

Cruise Coordinator **Kenton Lillecrap PH: 0418 422099**

Launch at Paynesville or at other suitable location

Briefing at Paynesville at 10.00 am on Saturday December 28, 2013.

Cruise Plan: The New Years Day Lunch will be at Paynesville.

Provisional Cruise Plan to be advised via email.

The Cruise plan will be weather dependant and reviewed on Saturday December 28 prior to the briefing.

Please Note: The following are the individual responsibilities of each skipper

- Advise the cruise coordinator of the intent to participate in the cruise.
- The skipper should make radio contact with the cruise coordinator at the start of the cruise.
- Carry adequate navigational charts for the area in which the cruise is being conducted.
- Ensure that the vessel is fully compliant with Marine Safety Regulations
- Advise the cruise coordinator when you are leaving the cruise, particularly if leaving the cruise early.

Further Details by email.

CHRISTMAS PARTY 2013

Will be at
Gaye and Tony Pitt's Farm

XXXXX

XXXXXXXXXXXXX,
Shady Creek

From

12.00 midday

Saturday November 30 2013.

BBQ Lunch will be provided from about 12.30 pm onwards

Cost \$20 per head

What to bring: Yourself, your partner, and something to drink.

How to get there: There are several possible routes from Warragul, Darnum and Yarragon. You can follow a GPS navigation system, but for those who like to chart their own course, probably the most direct is to exit the Princes Freeway at ~~6666~~ xxxx.

Please RSVP by Monday November 25 to Gaye Pitt to advise if you are coming.

Email thepitts@sympac.com.au

Mobile 0408 26 ~~XXXX~~

Feel free to extend the invitation to friends and potential future members.

