



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

SEPTEMBER 2014

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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	



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COMMODORE'S MESSAGE



From Kenton Lillecrapp

Hello Baysiders,

Warmer weather is already in the air and it's time to start thinking about the upcoming season. There are some great cruises planned for the coming sailing season. Our season opening function is the traditional lamb on a spit barbecue at Andrew and Amanda Fedorowicz' home. This time however it is to be at their new home at Maldon and, for the first time in October, to be accompanied by our Annual General Meeting (see separate details and Notice of Meeting). This will be a lot of fun and well worth making the trip to the country for the day, or stay the weekend.

Speaking of the AGM, all committee positions are open, so think about your involvement in the club and what you can offer. It is very rewarding. Please be in touch with any of the outgoing committee members if you think you would like to contribute.

The Opening of the Season sail-past to be held at the Gippsland Lakes again comes up on the November Melbourne Cup weekend, and I for one can't wait to see what theme Joan and Geoffrey will come up with this year.

Of course we have the usual Baysider cruises at the Gippsland Lakes over Christmas, January Australia Day weekend and Easter. But this year the committee has also planned a cruise on the last weekend of November from Martha's Cove marina on Port Phillip Bay across to the Queenscliff Harbour where we will attend the Queenscliff Music Festival. A couple of us have already booked our berths at Queenscliff for this, so get in quick.

There is a Long Distance Cruise planned for early to mid March 2015, this time across to the Coffin Bay and Port Lincoln area in

South Australia. I can speak from experience of the beauty of this area and its excellent cruise potential. It's a long drive, but well worth it. As a bonus, on the way home we will cruise up the beautiful Glenelg River for 6 days.

On other matters, this year we changed the format of our General Meetings so that we try to hold them at a member's home and with a barbecue lunch involved. In May Sean Hogan, one of my work colleagues, spoke to us about his Sydney to Hobart race experiences. This was a great success with a really good turn up and we also raised \$96 for disabled sailors charity "Sailability". We will follow this up with something along similar lines at our General Meeting in the first half of next year.

And finally, plans for publishing this newsletter in colour have gained momentum with the Yaringa Boat Harbour Marina on Westernport coming on board with sponsorship, thanks to the efforts of Editor Tony Pitt.

All in all, a lot of activity going on, so come along and join your fellow Baysiders at one of this year's social functions or cruises. Looking forward to catching up.

CRUISE REPORT Labour Day Weekend March, 2014

From Ian and Lesley Clapperton

Participating Vessels:

Scallywag, Diamonds are Forever, Crème Caramel, Wanton, Small Change.

Crème Caramel arrived at Paynesville on the Saturday before the long weekend. We had non sailing friends staying at the Allawah Caravan Park and the intention was to meet up with them and possibly take some of them for a sail. We had morning tea at the bakery with one couple but there were no takers for any sailing.

We spent one night at Chinamans and went to the Metung Hotel for a meal with Small Change. Late that night – or possibly early in the morning, there was great excitement on Small Change when a rat was discovered down below in a most inaccessible spot behind the refrigerator. Peter eventually caught it in his hand and threw it overboard but not before he was bitten. (Peter was bitten, not the rat). The rat was most likely a native water rat so fully protected.

We also met up with Diamonds Are Forever and Scallywag and did some pleasant cruising before returning to Paynesville on the Friday night so as to be at the briefing there on the Saturday morning. The briefing was a very quiet affair as no other boats had turned up! We had been expecting Pirouette but unfortunately they had to cancel.



Later on the Saturday we sailed to Barrier Landing and Lakes Entrance. We all met up and managed to find spots on the pontoons where we were joined by Wanton. On Sunday night most of us went to the RSL for a meal.

Unfortunately, Crème Caramel had to sail back to Paynesville on the Monday as we had to return home the next day, but the others were able to stay on.

All in all, an excellent time on the Lakes. The weather was kind to us and we did some very pleasant sailing. The water was clear and large numbers of non-stinging jellyfish could be seen everywhere. We spotted a seal but no dolphins although people on a dolphin research boat said they had seen some. Small Change was sporting a new Peter Green genoa and we were unable to catch them!

CALLING ON MARINE RADIO

From Peter Williams

These notes are primarily intended to assist people who may occasionally need to use a marine radio. However, proficient and regular marine radio users may also care to do a quick refresher on their radio use. It is an important part of your vessel and correct emergency use could save a vessel and possibly even a life.

For Trailer Sailors there are two types of marine radio available:

27 mhz and

VHF (Very High Frequency).

These days VHF is the preferred radio due to its greater clarity and more controlled traffic in busy waterways. It is however limited by its range; hence some boats carry both types of radio.

Both radios will have an "On/Off" switch, a "Squelch" control, and "Frequency" (Channel) selector. A microphone with a transmit switch is connected to the radio.

Your radio should be on when sailing and preferably on during the day. When turned on you should set your Squelch control to just eliminate any static in the speaker. The more Squelch you apply the less range you will hear so keep it to a minimum.

If using 27 mhz your calling/distress and listening channel is "88".

Your talking channels are 90, 91, or 96.

An older 27 mhz radio. Less commonly used now.



For VHF the calling/distress and listening channel is 16.

Your talking channels are 72, 73, or 77.

The alternate calling channel is "86" for 27 mhz and 67 for VHF. These channels are mainly used by official operators. E.G The Coast Guard may issue a call to all ships to give a weather report or other warning on 88 and 16. They will then direct you to listen on 86 and 67.

You should only use 88 or 16 to make contact with another boat or shore station such as the Coast Guard or Water Police. Do not use these channels to hold a conversation. Once you have made contact you should move to a talking channel as shown above.

If another operator is on a channel do not talk over them. Wait until they have finished.

To make a call:

Radio turned on, channel 88 or 16 selected as appropriate. Listen for 5 seconds or so to make sure that there is no existing traffic on the frequency.

Take the microphone and hold it a couple of inches from your mouth, press the calling switch, and speak clearly.

When finished speaking use the word "Over" to signify that you have finished speaking and await an answer. Release the communication switch on the microphone.

Don't shout it doesn't help.

The person receiving the call should answer and direct you to a talking channel to receive your message.

Example: Winsome calling Silk Dept.

"Silk Dept Silk Dept Silk Dept".

"This is Winsome Winsome Winsome, are you receiving? Over".

Silk Dept hears the call and responds.

"Winsome this is Silk Dept. please go to 72, Over".

Winsome responds *"Going 72"*. Both move to channel 72 and acknowledge now on 72.

Now talk freely and when all transmits are complete use the word "Out" to signify all complete and return to either 16 or 88.

If Silk Dept doesn't respond to Winsome's call, Winsome should transmit:

"Nothing heard. Winsome standing by on 16", or 88 as appropriate.

A VHF radio with dual and triple watch facility



Emergencies:

If the boat is in immediate danger or there is a risk to personal safety (sinking, on fire, etc) use the same calling procedure above. Select the emergency channel and call *"Mayday Mayday Mayday"*, Identify yourself, and give your position.

If you have an injury on board who requires medical attention use the words *"Pan Pan, Pan Pan, Pan Pan"* on channel 16 or 88.

Only to be used for serious emergencies.

Silence Periods:

To improve safety and give a genuine distress call a chance to be heard, radio silence should be observed for the first 3 minutes after each hour and again the first 3 minutes after each half hour.

Get Some Practice

Because you never know when an emergency situation may arise, make the effort to get some practise in using the radio. Get to know how to control the squelch, which channels to use for each purpose, and how to use the microphone effectively. Some radio users are very proficient and there tends to be a language that they use and adopt which can be intimidating to non regular users. Ignore this. Just use simple language, speak clearly, and signal when you have finished speaking by using the word *over*. It is important that every person who sails has a sufficient level of radio knowledge that can be used in an emergency.

These notes are intended as a quick guide. For detailed use of VHF radio and your responsibilities as an operator please refer to :

The Marine Radio operators Hand Book, published by the Australian Maritime College.

Also refer: VHF Marine Radio ACMA. (Aust. Communications and Media Authority).

<http://www.acma.gov.au/Citizen/Consumer-info/All-about-spectrum/Marine-and-Amateur-Radio/marine-vhf-radio>

ARE YOU READY FOR THE WATER?

The following series of checklists and seasonal reminders might help get you and your vessel in good shape for the coming sailing season. It will not be fully comprehensive, because every vessel is a different, but it might help with remembering some other key task that needs to be done.

Everything working.

- Is the battery fully charged up?
- Is the radio(s) working?
- Any fuel in the fuel locker may well be a bit stale. How about a fresh batch!
- Any sign of cracking or excessive hardening in the fuel line?
- When was the motor last serviced?
- Are there any parts of the running or fixed rigging that are showing excessive wear and should be replaced. How about a bit of a look around.
- What do the anchor chain shackles look like? Are they rusted? Are they worn?

- Mooring lines? Are they all on board or did someone borrow one to tie down a trailer load?
- What are the sails like after being folded up for the past few months? Do they need a bit of a wash?
- What about some more RP 7 and some silicone based lubricant on board. You are probably going to need it.

Safety gear.

- Does the torch have good batteries? Is it still on board? Is there a spare battery on board?
- Life Jackets. If using the inflatable type, when was the last time that you checked the gas cylinder?
- What about the bucket with the halyard attached. Did it get back on board last time you washed the dog with it?
- Flares! Check the expiry date. Expired flares should not be kept aboard.
- Wet weather gear all there? (And what about the cold weather gear.)
- The foghorn/bell. Where is it?
- When was the fire extinguisher last serviced? Do you need a new one?
- Is the fire blanket on board?
- What has passed the expiry date in the first aid kit. See separate article in this newsletter on first aid kits.

Have you checked off everything from the job list you made last autumn!

Don't forget the trailer?

- Often overlooked each season is the roadworthiness of the trailer. We look after our boats well and just assume the trailer will look after itself. Unfortunately this is not the case and boat trailers have to operate in a highly corrosive environment.
- Check the brake adjustment
- Take the split pin out and undo the outer bearing seat to have a look at the state of the grease. Any sign of water or rust in the grease may mean trouble and a closer look is then required. Remember to not do the nut up too tight when putting the bearing back – slacken off about a quarter turn.
- What about those tyres. They might not look worn but if they are more than 10 years old it is probably time to spend some money and replace the lot. The rubber eventually loses its elasticity and becomes brittle, leading to blowouts.
- Check all the lights.
- Are all the registrations up to date?
- When starting off for the first trip for the season, stop 10 minutes down the road and check that everything

is OK, including any sign of heat in the wheels or tyres not fully symmetrical.

Now how about a spring clean?

A GIPPSLAND LAKES ODYSSEY

From Edwin Flynn,

Hi Baysiders.

In March earlier this year I spent 10 wonderful days on the water in the Gippsland Lakes and I felt compelled to write about it.

I arrived at Paynesville on Friday the 7th March. The rigging of the boat was smooth and uneventful and I was ready to sail away by about 3.30 p.m. As I had to meet with my daughter and her husband at Lakes Entrance I could not wait for the weather to clear up so I headed off toward Metung in a stiff headwind of about 15 knots. As I motored along Wanton felt more like a submarine than a yacht and soon I was wet through. As it was warm I did not get cold despite being wet, but I decided to put on the wet weather gear to ensure that I remained warm.

Calling on the radio I contacted Crème' Caramel who advised that a group of Baysiders were on the jetty at Chinaman's Creek. Chinaman's Creek is not my favourite mooring so I decided to find Boxes Creek for the night. I missed the entrance totally on the first pass, but when I turned back I found it easily and entered the shelter of Boxes Creek for the night. I really like Boxes Creek and think it a far better anchorage than Chinaman's Creek. There is just the inconvenience of not being able to walk to Metung.



I left Boxes Creek early the next morning and met Peter and Jana (Small Change), Ron & Carol (Diamonds Are Forever) and Ron and Ruth (Scallywag) on the fingers in front of the Lakes Entrance Pub. Soon my daughter and her family including my

youngest grand daughters Isabelle (4) and Elise (2) met me at the boat.

As the weather was very nice I decided to take them across to the beach at Barriers Landing where the children spent a wonderful day catching hermit crabs and swimming. As they were only there for another day I again took them to Barriers Landing the next day, this time taking them partly up the main channel around Fraser Island. On the way up the channel everyone on the boat was thrilled to see a pod on 6 to 8 dolphins very close up. The girls had such a great time that Vanessa and Adam decided to book a unit on Raymond Island for the Easter Break.

After they left for home, I returned to Paynesville, on the way spending another great night at Boxes Creek. At Paynesville I met up with Scallywag, Serenata and Diamonds are forever. After refuelling I went to Steamers landing where for one night Wanton was the only boat at the jetty. The next day I decided to sail the length of Bunga arm. I managed to sail there under full sail, only touching the bottom on one occasion. From Steamers Landing, Bunga Arm stretches some 14 Km to the east. Due to their concern about the depth of the channel, yachts do not often visit this part of Bunga Arm. The channel is navigable with care and once you arrive there you feel truly one with nature.

I found that the sea ground at the extreme end of the Arm to be muddy. I think the sea ground would have been sandy (nicer) if I had stopped say 1 Km from the end of the arm. This is still several kilometres from the nearest campsite, but swimming would be much nicer there. I intend to include visits to this part of the world often in future cruises at the lakes.

UPDATING THE FIRST AID KIT

from Gaye Pitt

In this short article I have made some suggestions for a First Aid kit to be kept on board.

These suggestions are for a minimal kit rather than a comprehensive first aid kit. If you are sailing on a long trip away from civilisation you may like to add antibiotics, cough mixture, strong pain relief, antibiotic eyedrops and eye wash.

It is a good idea to have a First Aid booklet on board to refer to. In addition I would recommend a First Aid course every few years to keep your CPR (Cardiopulmonary resuscitation) knowledge up to date. Check your First Aid supplies at the start of every season and replace used stock. Discard and replace out of date items.

FIRST AID KIT

Antihistamines eg Telfast or Claratyne
Stingose or Soov for allergies and bites
Methylated Spirits for midgy bites

Analgesics eg Panadol, Panadeine, Nurofen
Bandaid strips
Cotton buds
Cotton wool
Safety pins
Tweezers
Scissors
Melolin non stick dressing
Antiseptic eg Betadine Paint
Antidiarrhoea medication eg Gastrostop or Lomotil
Anti nausea medication eg Stemetil (prescription only)
Sore throat lozenges eg Strepsils
Narrow Leukoplast or similar to hold dressing in place
Small gauze bandage
Crepe bandages of varying widths
Triangular bandage
Ventolin Inhaler for asthmatics
Regular prescribed medication

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

From Robyn Loh

The picture below shows the heat diffuser that I use to make the pizzas in our on-board BBQ and was described in the March issue of the newsletter. They are available at most camping stores.



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

PROPOSED CRUISE CALENDAR 2014/15

<u>MONTH</u>	<u>DATE</u>	<u>EVENT</u>	<u>VENUE</u>	<u>COMMENTS</u>	<u>CRUISE/SOCIAL CO-ORDINATOR</u>
OCT	SUN 18 th	PRE SEASON BBQ & AGM	2 -6 High St MALDON	SEE MEETING NOTICE ENCLOSED WITH THIS NEWSLETTER	ANDREW & AMANDA FEDOROWICZ PH: 0418 341443
NOV	SAT 1 st TO TUES 4 th	OPENING WEEKEND & SAIL PAST	GIPPSLAND LAKES PAYNESVILLE	SAIL PAST SATURDAY, PRESENTATIONS, CLUB PROVIDED BBQ AT DUCK ARM	JOAN ROCKLIFF PH: 0427 275632
NOV	SAT 22 nd	XMAS PARTY	STUDLEY PARK BOATHOUSE, THE BOULEVARD, STUDLEY PARK	BYO FOOD, DRINK FURTHER DETAILS IN THE NEXT NEWSLETTER	ANNE LILLECRAPP
NOV	FRI 28 th TO MON 1 st DEC	QUEENSCLIFF FOLK MUSIC FESTIVAL	QUEENSCLIFF	LAUNCH MARTHA COVE SAIL TO QUEENSCLIFF MARINA, BERTH FEE BOOKING REQUIRED	TONY PITT PH: 0408 514581
DEC	WED 31 ST TO SUN 10 th JAN	XMAS CRUISE	GIPPSLAND LAKES PAYNESVILLE	BRIEFING AT PAYNESVILLE	TBA PH: 0427 275632
JAN	SAT 26 th TO MON 28 th	AUSTRALIA DAY CRUISE	GIPPSLAND LAKES PAYNESVILLE	BRIEFING AT PAYNESVILLE	TBA PH: 0427 275632
MAR	SAT 7 th TO MON 9 th	LABOUR DAY WEEKEND CRUISE	WESTERN PORT	BRIEFING AT YARINGA MARINA	KENTON LILLECRAPP PH: 0418 422099
MAR	TUE 3 RD TO THUR 12 TH	LONG DISTANCE CRUISE	COFFIN BAY S.A.	APPROXIMATELY 2-3 DAYS TRAVEL TO COFFIN BAY FROM MELBOURNE	GEOFF PEPLAR 0427 275632
MAR	SAT 14 TH TO WED 18 TH	LONG DISTANCE CRUISE CONTINUED	PORT LINCOLN S.A.	SHORT TRAVEL DISTANCE BETWEEN COFFIN BAY AND LAUNCH AT PORT LINCOLN	GEOFF PEPLAR 0427 275632
MAR	SAT 21 ST TO THUR 26 TH	LONG DISTANCE CRUISE CONTINUED	GLENELG RIVER VIC.	APPROXIMATELY 1-2 DAY TRAVEL FROM PORT LINCOLN TO LAUNCH AT NELSON, GLENELG RIV.	GEOFF PEPLAR 0427 275632
APR	FRI 18 th TO TUE 22 nd	EASTER CRUISE	GIPPSLAND LAKES	BRIEFING AT PAYNESVILLE	TBA 0427 275632

Notice of Cruise
COFFIN BAY, EYRE PENINSULA

Part 1 of the 2015 LONG DISTANCE CRUISE

The start date on the water will be **March 3, 2015**.

Retrieval date from the water will be **March 12, 2015**

Coffin Bay is an enclosed and protected waterway at the eastern end of the Great Australian Bight. It is bordered by a National Park along most of the south shore of the bay and is known for its pristine beaches, crystal waters, massive sand dunes and natural beauty. Launch and retrieval will be at Coffin Bay township.

At the end of this cruise there will be a couple of nights on land before a return to the water on the other side of the Eyre Peninsula, a road distance of about 30 km.

Ensure that you register your interest with the cruise coordinator below if you think you may be able to come on this part of the long distance cruise, or the whole of the long distance cruise.

Cruise Coordinator Geoff Peplar **Mobile: 0427 275 632** or Email: joanrockliff@dcsi.net.au

Notice of Cruise
PORT LINCOLN, EYRE PENINSULA

Part 2 of the 2015 LONG DISTANCE CRUISE

The start date on the water will be **March 14, 2015**.

Retrieval date from the water will be **March 18, 2015**

Port Lincoln is at the bottom end of Spencer Gulf and is a well protected bay with a number of island and protected anchorages. Further out into the Gulf there are other island groups and a number of other bays, and the prevailing weather will determine the sailing itinerary. It is not however intended to visit the Joseph Banks Group of islands in this cruise.

Launch and retrieval will be at Port Lincoln township.

At the end of this part of the cruise is the beginning of the road trip back home. But not before a much quieter bit of cruising on the Glenelg River.

Again, ensure that you register your interest with the cruise coordinator below if you think you may be able to come on this cruise.

Cruise Coordinator Geoff Peplar **Mobile: 0427 275 632** or Email: joanrockliff@dcsi.net.au

Notice of Cruise

GLENELG RIVER, Nelson

Part 3 of the 2015 LONG DISTANCE CRUISE

March 21, 2015 to March 27, 2015

Launch at Nelson on the Glenelg River on March 21, 2015. The cruise dates above allow for three days of travel to get to Nelson from Port Lincoln. This would allow for a stopover in the Barossa Valley or similar if desired. Some of the participating boats will be coming from Port Lincoln while others may be travelling from Melbourne or even from just down the road at Portland.

The Glenelg River holds some 50 km of navigable waterways and is very scenic. As with all river systems, the sailing opportunities will potentially be limited, but previous club members who have plied these water speak very favourably of it. Opportunity to visit the Princess Margaret Rose caves.

For involvement in any or all of the above cruises, speak to the cruise coordinator. Currently there are registrations of interest from five boats and there will certainly be room in the anchorages for more. It should be a trip to remember.

Cruise Coordinator Geoff Peplar **Mobile: 0427 275 632 or Email: joanrockliff@dcsi.net.au**

The individual responsibilities of each skipper are repeated below and must be followed for the Long Distance Cruise. It is imperative that the cruise coordinator knows where you are and what your intentions are for the safe implementation of the cruise.

- 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.
- Obtain and 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.

Notice of Cruise **OPENING SAIL, PAYNESVILLE**

Saturday November 1 till Tuesday November 4, 2014
Incorporates the Annual Sail Past

Cruise Coordinator Joan Rockliff Mobile 0427 275 632

Launch at Paynesville or at other suitable location to be at Paynesville by 9.30 am on Saturday morning.

Briefing will be at the Fishermans Wharf Café at 9.30 am on Saturday November 1.

Cruise Plan to be advised at the briefing.

If you are unable to make the briefing by 9.30 am, advise the cruise coordinator by telephone.

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.

Notice of Cruise **QUEENSCLIFF MUSIC FESTIVAL**

Friday November 28 till Monday December 1, 2014

Cruise Coordinator Tony Pitt 0408514581 56266323

Cruise Plan :

This is a cruise for music lovers who also happen to be sailors. But you will need to book a casual berth at the Queenscliff marina. Launch at Martha Cove on the Friday morning and be ready for a big sail across the southern end of the Bay to enter Queenscliff harbour sometime in the late afternoon.

Saturday and Sunday will be non sailing days. The intent is to enjoy the music festival which is usually top class. Over 9 separate venues last year and the music covers an enormous range of styles

Monday will see a return back to Martha Cove, again following a route along the southern side of the bay and the south side of mud island.

Trailer storage and launching:

Available at Martha Cove. Contact via the website www.marthacoveharbour.com/. There is a fee for launching and storage. Storage appears to be very secure.

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 early.