



Registered No. 6733A

Bayside Trailable Yacht Club NEWSLETTER

September 2020

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Visit our website at:

[Http://www.baysidetrailableyachtclub.com](http://www.baysidetrailableyachtclub.com)

BTYC Committee

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COMMODORE'S CORNER



By Edwin Flynn

Ahoy Baysiders

Oh my gosh, it is almost October and still we are not terribly clear as a community how we are going to live with this new era of Covid-19. At the time of writing this most of us remain in stage 4 Virus regulations. Our Premier has stated that stage 4 restrictions will continue in some form until the middle of October and will be reviewed based on the number of new cases and outbreaks. Unrestricted travel for people in Melbourne is not scheduled to recommence until the end of October. It is a changing situation and we may find some sort of normality soon.

Regardless your committee has continued to plan for the inevitable return to normality. We have developed a proposed cruising calendar for the sailing season 2020-2021. This calendar has to be flexible, just in case our return to normality is delayed. We make plans, then adjust them as circumstances change. I am certain that we will be able to go on our cruises during the coming sailing season. Take note of the cruise dates and insert them in your diary. Things will get better.

Of course, there are members of our community who have been affected both economically and emotionally due to the Covid-19 restrictions. The restrictions have denied the ability for some people to continue with their job, or are so restricted in doing their job that they

are suffering financial and emotional hurt. I encourage you to keep in touch with your families and with your friendship networks. We are all in this together.

Unfortunately, I have found that Skype and Facetime aren't the same as hugs and cuddles with grandchildren or sons and daughters. But things will get better.

We have had to defer our Murray River Cruise that was planned for October due to the Victorian and South Australian border restrictions remaining in place. Joan Rockliff and Geoffrey Peplar had been working hard to plan this cruise. The new time slot for the Murray River Spectacular has been allocated in March 2021 (see details in Cruising Calendar). We anticipate that the border issues with South Australia should be well and truly resolved by then.

The uncertainty and eventual deferral of this long distance cruise has been frustrating, but we are now implementing Plan B. In place of the Murray River Cruise, Joan and Geoffrey have come forward to coordinate the Gippsland Rivers Adventure Cruise from 4th to 18th December. (see more details below).

As members are aware, we have actively kept channels of communications open, and will continue to do so. In recognition of the current sanctioned public meeting rules, Consumer Affairs Victoria have given Associations like ours the option to apply for an extension of time to hold our AGM. We will now hold our AGM on Sunday February 7th 2021 at Studley Park. It will be an open air meeting and bring your own lunch and refreshments. We will have an agenda and everyone will get a chance to have their say on any issue on the agenda. We will send you more information about this next month.

The committee and I look forward to catching up with you all in the not too distant future. Keep your boats spick and span and ready for the sailing season. I know that like me all of you are looking forward to getting back to normality soon.

Again, I want to extend our appreciation and thank those of our members who work in the medical sphere, I thank you for the work that you do and look forward to getting together with you on the water soon.

A big thank you to our sponsors and supporters whose contributions help meet the cost of our newsletter. These are the Melbourne City Marina, Peter Green Sails

and Yaringa Harbour. These businesses offer great services to the sailing community. Please remember to support these businesses if you require any of the services they provide.

Stay safe everyone.

CRUISING WITH COVID 19 A GUIDE TO OPENING UP AFTER LOCKDOWN

By Simon Purser

Ariel

The lockdown imposed on Metropolitan Melbourne and the restrictions to movement and social gatherings in regional Victoria have been a necessary but frustrating requirement to minimize the spread of Covid-19, and we hope that the slow-down in daily case numbers will be maintained.

As the virus affects senior members of the community more severely than the young, most members of our club fall into a particularly vulnerable group. Despite the fact that sailing in your own boat could be considered the ultimate form of social distancing, some guidelines to avoid transmission of the virus and keep us all safe should be followed, once lockdown and travel restrictions are eased.

Cruising in your own boat with someone you would normally cohabit with should be considered low risk, however crewing and particularly sleeping in the same cabin with someone you do not cohabit with should be considered high risk, and should be avoided

Anyone who feels unwell, has a cough, runny nose or a fever should get Covid tested, self-isolate, and definitely not be joining a cruise

The same applies to anyone who has had contact with a known Covid-19 infected person or someone who has returned from overseas in the past 14 days

Socializing after a cruise is a difficult one. It is hard to maintain the required 1.5 metre distancing when sitting around a picnic table, so sitting on the ground on picnic rugs with your crew would be preferable.

The risk of transmission is 20 times higher when socializing inside, compared with outside.

Passing around a glass or bottle, or double-dipping a bowl of sauce is a definite no-no. There should be no physical contact between people, and visiting one another's boats should be considered off-limits.

Masks should be worn when interacting with any other person, and additionally as directed by the Chief Health Officer at the time.

Hands should be washed regularly, and any hand contact with a foreign surface should be avoided (i.e. your own boat's sheet, tiller and winch handle should be ok, but someone's else's is not) Bring some hand sanitizer and use it regularly. Avoid touching your face

I'm sure you are all aware by now that this virus is not just "another flu". Of the 30 million cases worldwide, 22 million have run the course of their disease. 21 million have recovered, but nearly 1 million have died, giving a mortality of 4%. This makes Covid around 40 times more lethal than seasonal flu. The vast majority of deaths have been in the 60+ age group. Unlike seasonal flu or a cold, Covid has also been shown to leave many survivors with significant multi-organ disabilities including breathlessness due lung scarring, heart abnormalities, a permanent loss of smell sense and a predisposition to Parkinson's Disease.

Until an effective vaccine is developed, the only way this disease can be controlled is by the public health measures outlined and periodically revised by the Government, and it benefits all of us to comply, so that we can avoid further restrictions, and continue our love of cruising into the future

GIPPSLAND RIVERS ADVENTURE CRUISE December 4 to December 18, 2020.

As the interstate restrictions with Covid 19 rolled out with ever increasing ferocity to our personal freedom and mobility, the need for a back-up plan for the Murray River Spectacular became more and more apparent. In the end, most of were not even allowed outside a 5 km radius of our homes, let alone be

allowed to take our boats across the South Australian border. Not to be deterred, Joan Rockliff and Geoff Peplar have now initiated the back-up plan and it will be implemented in December. That should enable most of you who wish to participate to do so. There won't be too many Xmas parties this year, so go cruising instead!!

Joan and Geoff have put together a plan to explore the rivers that flow into the Gippsland Lakes. The cruise will commence from the historic Port of Sale and journey down the Sale Canal and Flooding Creek to the Thompson and Latrobe rivers. The timing of the confluence with the Latrobe will aim to coincide with opening of the Swing Bridge at Longford (photo)



Cars and boat trailers can be stored at Sale caravan park which is walking distance from the Port of Sale. Cost will be \$15 per car trailer per week. At the other end of the cruise at Lakes Entrance and depending on numbers we will either hire a bus or use public transport to return back to Sale and pick up our vehicles and trailers.

The cruise will aim to explore virtually all of the rivers that flow into the Gippsland Lakes over a period of two weeks. This includes the Perry, the Avon, Toms Creek and the Mitchell as well as the more commonly visited Nicholson and Tambo rivers.

The very first part of the cruise involves lowering and raising masts to pass under the road bridge over the Latrobe river at Longford. Not every vessel is well equipped to do this on the water and some vessels may

prefer to start the cruise on the downstream side of the Latrobe river (possibly launch at Marlay Point, Loch Sport or even Paynesville) and sail up to join the the cruise at Longford. There may be a separate cruise coordinator appointed to look after this group if more than one or two boats indicate that they wish to join the cruise from this direction. For those that can raise and lower the mast on the water, launching and retrieval facilities at the port of Sale are very sheltered.



This will be a cruise to explore parts of the Gippsland lakes system that are less frequently visited. It will take place over a period of two weeks and will include more use of the iron sail than is commonly undertaken by Baysiders. It promises to be a rewarding adventure and perhaps a great way to acknowledge the easing of Covid 19 restrictions. If you intend to join this cruise please contact Joan and Geoff as soon as possible so that you can be included in the planning. Phone 0427 275632 or email joanrockliff@dcsi.net.au.

DESTINATION TO BE DETERMINED

By Dave Morrissey

Destination is good

That was all the information the Dave and Sue Morrissey could get from the radio communication on the second last day of their Labour Day Cruise earlier this year.

They tried again to clarify the message. *Baysiders, Baysiders Basiders Baysiders. This is Therapy. Please*

confirm your destination for overnight rendezvous is still Ocean Grange. Over

Wanton responded, not wishing to name the destination by saying *Therapy, Therapy, I repeat the destination is good.*

Of course the other baysiders cottoned on to the situation and assisted relaying the message. Ariel responded with a smile in his voice, *Roger that the destination is good.*

Destination is good Therapy.

After several more tries and no better communication, Therapy proceeded to Ocean Grange. It was the second last day of the long weekend and space on jetties was at an absolute premium. So lots of eager ears listening to marine radios to find out which jetties still have space.

Dave and Sue gave up and sailed on in radio silence. When they eventually arrived at Ocean Grange they found that they had guessed correctly and this was indeed the destination. But so had several other skippers, all recently arrived. The Destination was Good at the time of transmission, but not so anymore.

It all worked out in the end. Everyone squashed up and made room and all 8 Baysiders managed to get hold of a piece of the jetty. It was laughs all around, perhaps "Destination is good" should be included in future briefings to confirm the ahem! The destination is good.

AMERICAS GREAT LOOP PART 1 APRIL TO JUNE 2019 NORFOLK, VIRGINIA

By Martin Jones & Denise Williams

Idly flicking through *Afloat* (great magazine) on a lunch break at the Hastings Yacht Club while doing some work on our Grasshopper, I found a review of a book about two Australians who had completed America's Great Loop. Derrick Baan and his companion journeyed 6000 miles in five months in a borrowed 26ft power boat. They cruised the inland waterways of the US. Having recently enjoyed two sail boat charters in the

Mediterranean I wondered if this could be our next adventure.

To that end I brought the magazine home and casually left it on the dining room table. Denise soon discovered the article and suggested that we could undertake this adventure. Little did we know this wasn't going to be any holiday but nine months of high adventure.

America's Great Loop is a complete circuit, usually travelled anticlockwise, which runs north up the Atlantic Coast, using the Intra Coastal Waterway, then via the Hudson River (actually not a river but a fjord), through the Erie and Oswego canals, across Lake Ontario to Canada.

Loopers then most commonly go via the St Lawrence Seaway to Montreal and up the Ottawa River to the National Capital. The route enters the Rideau Canal via a system of 8 locks rising through the centre of Ottawa. There are variations of the Loop, but most people travel westerly though the Trent Severn Canal to the north of Toronto and then to Georgian Bay and Lake Huron in Canada. The return to US waters begins in Lake Huron, then travel is via Lake Michigan and through the centre of Chicago and south into the river systems.

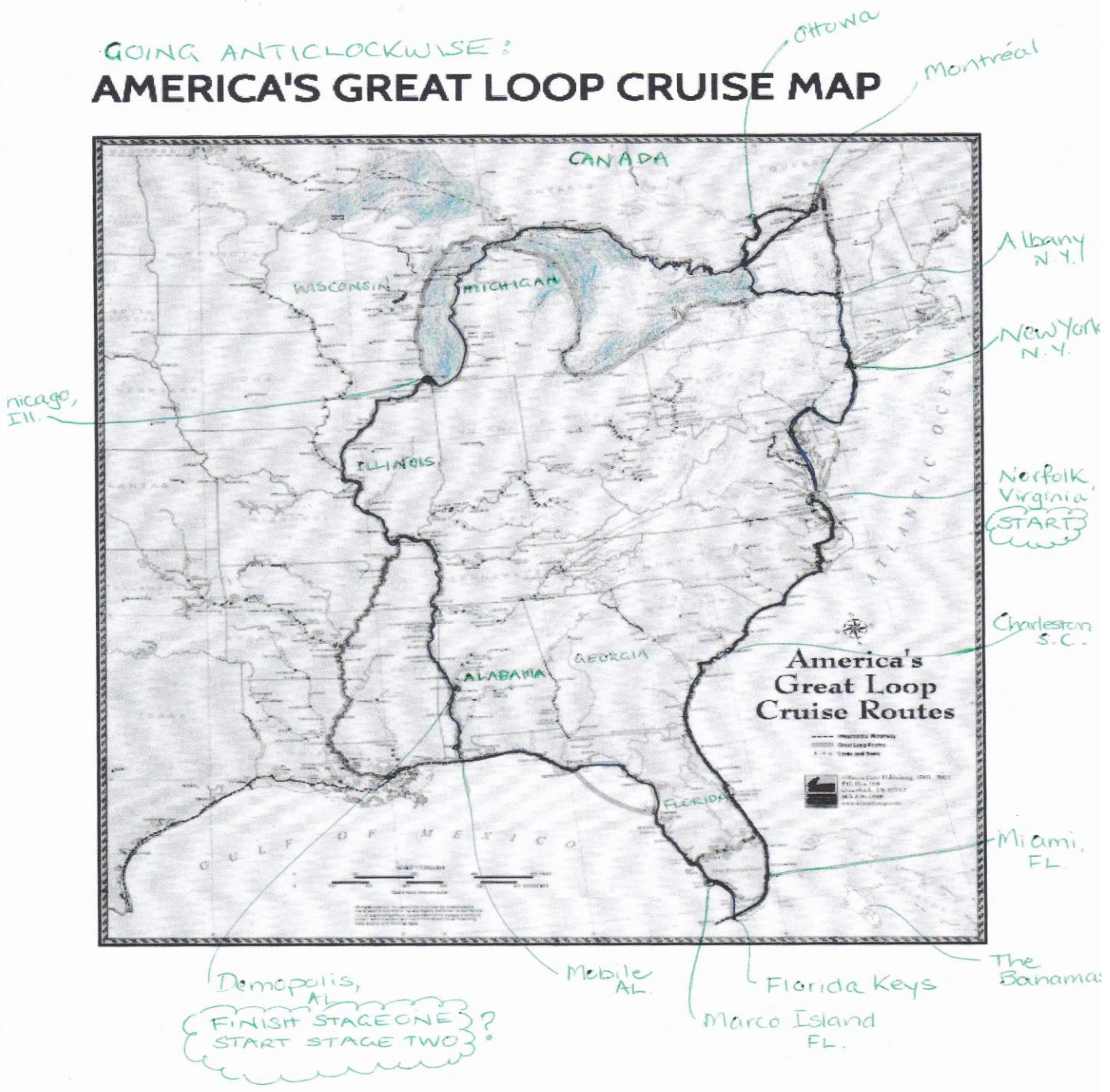
The rivers largely carry commercial traffic and comprise the Illinois, Mississippi, Ohio, Tennessee and the Tennessee Tombigbee waterway. This system of canals and locks which are actually larger than the Panama Canal in terms of earth moved, heads south to the Gulf of Mexico.

Once at the Gulf, *Loopers* turn east from the coast at Mobile, Alabama, and continue on inland waters along the rim of the Gulf until eventually an open water crossing of the Gulf proper is required in Florida. From Florida there are two alternate ways back to the Atlantic Coast.

With the exception of the one-day open water Gulf of Mexico crossing and a leg in the Atlantic Ocean from near Atlantic City on the New Jersey Coast to New York City, the entire route can be undertaken on enclosed waters. While this sounds comforting, it was not necessarily so. The intra-coastal waterways were originally set up to avoid German submarines in both world wars and now the budgets have been slashed. Dredging budgets have been slashed and some sections are only navigable at half tide.

GOING ANTICLOCKWISE:

AMERICA'S GREAT LOOP CRUISE MAP



The forum fortunately did lead us to a couple of Australian Loopers who were very helpful in sorting out how to accomplish this adventure. A couple from Adelaide, who had a boat in Florida, visited us in Melbourne while they were back taking a break. They told us exactly how to register a boat and recommended a boat belonging to

their friends which was to come on the market in Norfolk, Virginia, in May 2019 – perfect timing for us. In January, we flew off to Florida and inspected Band Wagon 3 and offered a deferred settlement subject to mechanical and full survey. She was a 2002 Mainship 390, a 39 ft “trawler” as the Americans classify them. She was fitted with a Yanmar 370

HP turbo diesel (less than 1000hrs), a bow thruster, two staterooms, electric head, electric hot water, oven, cooktop, microwave, fridge/freezer and coffee maker. Equipped with AIS (Tx and Rec), radar, Raymarine autopilot, radios, MMSI and chart plotter. All instruments were duplicated to the fly bridge, from where we operated, except in the very worst of weather. In addition to the plotters we used charts, Navionics and tracked our route with NEBO on the iPads. We had back up nav on the iPhones. Crucially the air draft was sufficient to pass under all the bridges in Chicago. The Mainships are very popular with Loopers and we saw at least one in almost every marina we visited. It's the Holden of the waterways, although the newest models built under Marlow are more upmarket. We liked the fly bridge as it provided good visibility, particularly in the rivers where we could see over the levee banks. An extra bonus was a 10 ft dinghy with a mere 20hp outboard – I didn't ever find a vessel underpowered in the US! People have done the journey in all kinds of vessels from jet skis to 60 foot or more luxury yachts.

The Mainship turned out to be a very good boat for our purposes and had more endurance in rough weather than the crew. The rule generally in these waters, especially fresh water, is to not venture out in seas over 1 metre and winds over 15 knots max, as we shall see later.



Everything looked set for a May handover – 6-month visas in hand, tickets procured, 4 lots of baggage, surveyors booked and the bank account filled. We should have realised all would not go to plan when we arrived in Norfolk and the hotel pick up, as promised and confirmed did not arrive. Eventually we found a scarce taxi and got to our hotel, exhausted, but keen to get on with the surveys and start the adventure. Then Band Wagon 3 failed the sea trial!!

We could either walk away from the deal and find another boat somewhere else, or live on the boat on the hard while we waited for repairs to an improperly repaired propeller, a damaged shaft and a leaking seal throwing sea water up all over the generator. Our only real choice was to stay and see it through. Fortunately, Norfolk is a huge naval town with every machine shop imaginable. There were five aircraft carriers in dock, destroyers, hospital ships, including the one that went to New York City during the peak of COVID 19, supply vessels and submarines. The rules were if you got too close to any Navy boat, they could blast you off – message clear! After four weeks we were back in the water and took her away for a weekend trial run before engine alignment.

Finally, the day came for us to leave, 5 weeks later than planned, on 8 June 2019. Like so many Loopers setting out, we had a bad dose of dock fever and left on a marginal day that was rainy, windy and wavy, although that didn't deter the crabbers who were laying their pots along our planned route. Not wishing to have a line wrapped around the prop on the first day out, we took the long way to our first destination and successfully anchored for the night. That was after a vicious 7Nm trip which not only re-arranged the cabin furniture and tested our fortitude, but had us hanging on for dear life. We were more careful about the rules for departure after that. Another couple we met almost lost their boat in that area on their first day out: in similar conditions, waves stirred up sediment in the fuel tanks causing power loss. Coast Guard were deciding whether to rescue them plus the boat or just them.

One thing distinctly noticeable in the US when compared with Canada and Australia, was the amazing assistance available everywhere in US waters. US Coast Guard is a huge organisation with a massive and impressive fleet of vessels. In addition, there are two privately run rescue services, Boat US and Tow Boat US – like RACV on the water. In Canada we received several Mayday calls, which also pop up on the chart plotter. The Canadian Coast Guard rely on boats in proximity to the incident to assist. One morning, crossing a very nasty piece of water in similar conditions to our first day, we received such a call, but given the distance and direction, assisting would have put us on a beam sea creating more of a liability than a rescue. Another friend lost his dinghy off the transom in high seas in the Chesapeake Bay. The US Coast Guard found it and put out a search for them. It was so important to have good radios, plotter, MMSI and AIS.

Departing Norfolk later than we desired meant we started to run up against quite a few restraints. The benign spring weather had gone and we were now in full summer mode, meaning afternoon thunderstorms, heavy rain and strong winds. We were wary about travelling and anchoring in these conditions. Hurricane season starts in June and can affect areas from Florida as far as New York City. Did I mention tornadoes? One of the Australians who advised us had his Bimini and fly bridge badly damaged in a 10-minute blast.

While living on the hard, we had to head into the nearest pub one night to shelter from a tornado. Alarms were going off throughout the neighbourhood where the boat was standing. On the other hand, we were trying to play catch up and get ourselves north before the summer exodus in Canada. The Quebecois have an annual summer break and they take to their boats in droves, clogging the canals and leaving no space to tie up.

Deteriorating weather on Lake Michigan makes it difficult to enter and cross in September, worse in October and improbable in November. Summer is short in the north and marinas start to close in late August. Fortunately there are any number of weather services and wave forecasts similar to MetEye here. Some specialise in specific localities, are focussed on Loopers, and are free or inexpensive.

A major concern was maintenance on the locks exiting Chicago. Three of these five major locks were closing for three weeks maintenance in late September. Failure to clear the locks meant being bottled up in Lake Michigan with increasingly poor weather and marinas closing down for winter. Thinking of the worst case scenario we started looking at alternatives such as trucking the boat around the locks. Those Loopers who did get caught struggled with a large mass of boats travelling together and an inability to find berths as they travelled the rivers.

But we are getting ahead ourselves here. We did sail up the east coast through Chesapeake Bay and inland waterways and came in past the Statue of Liberty to arrive at the foot of Trump Tower. We were under pressure to keep moving and get through the northern section, but more on that next time. We had already concluded that North America has the most amazing waterways but which come with some vicious weather. Australia has wonderful weather but not such extensive waterways.

(To be Continued Next newsletter)



BTYC CRUISING CALENDAR 2020/2021

<u>MONTH</u>	<u>DATE</u>	<u>EVENT</u>	<u>VENUE</u>	<u>COMMENTS</u>
October November	31 st October to 3 rd November, 2020	Opening Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 30 th October (opposite the Newsagent).
December	4 th to 18 th December, 2020	Gippsland Rivers Adventure Cruise	Launch from Latrobe Wharf, Port of Sale	Mast to be raised at Longford after passing under the bridge and power lines
December	December	Xmas Party	Virtual Party via Zoom	
January	2 nd January to 9 th January 2021	Around the Bay	Port Phillip Bay	Launch and retrieve from Wyndham Harbour, Werribee South. Briefing at Marina Café 9.30 am 3 rd January
January	23 rd January to 26 th January, 2021	Australia Day Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 23 rd January (opposite the Newsagent and Pharmacy).
January	27 th January to 31 st January, 2020	Mid week Cruise	Gippsland Lakes	Briefing venue to be arranged
February	19 th February to 25 th February, 2021	February Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 19 th February (opposite the Newsagent). Can stay on for Paynesville Music
February	Sunday 7 th February	Annual General Meeting	Studley Park	BYO lunch, drink, seats, masks and anything else you might want from 12 midday onwards. AGM at 2.00pm
March	6 th March to 8 th March, 2021	Labour Day Cruise	Gippsland Lakes	Briefing at Paynesville 9.30 am 6 th March (opposite the Newsagent and Pharmacy).
March	5 th to 19 th March, 2021	Murray River Cruise Spectacular	Murray River, South Australia	
April	2 nd April to 5 th April, 2021	Easter Cruise	Gippsland Lakes	Pre cruise dinner at Paynesville on evening of 1 st April.
April	11 th to 15 th April	Childrens Cruise	Gippsland Lakes	
May	14 th May to 17 th May, 2020	Top end of the Bay Cruise	Docklands, Port Phillip Bay	Launch and retrieve at The Warmies. Overnight at Melbourne City Marina.

Notice of Cruise
Season Opening Cruise
Gippsland Lakes

Saturday October 31st to Tuesday November 2nd

Break out from Covid 19 restrictions and come sail with us on the opening cruise. Register now if you intend to participate in this cruise. Register with the commodore on 0413 454029

Cruise Briefing at 9.30 am, Saturday October 31st at Paynesville on the lawn area opposite the newsagent and pharmacy. Sailing directions given at the cruise briefing dependent on weather conditions and forecast.

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

- If you register for the cruise and are unable to attend, advise the cruise coordinator.
- Each 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.

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