

LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION

CRUISELETTER



April 2022 No. 385



Remembering good times aboard *Zephyr*

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Skipper's Report

Our March members meeting was well attended, with around 30 members attending. Our guest speaker was Peter Davidson from Epirb Hire. Epirb Hire specialises in the sales and hire of communication equipment for remote areas. Peter talked about available options, and the strengths and weaknesses of the various options.

With the situation in Swansea Channel ruling out a Pittwater Cruise this year, our planned March activity was a week- long lake cruise. The weather forecast early in the week was terrible, flooding rains along the coast and east coast lows bouncing around. On water activities were cancelled in favour of a number of lunch and evening gatherings around the lake. The first event was a dinner at Sesame's on the Lake in Belmont. The dinner was a great evening, attended by 19 members. However, the bad luck continued with a positive COVID test the next day. Enthusiasm for attendance at future events was greatly reduced!

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Skipper's Report cont'd

Despite the rain and pestilence, a number of boats gathered at Browns Bay from mid-week, and by all accounts had an enjoyable time.

Over the last month we have welcomed Dave and Kate Santleben as new members. Please make them welcome.

Gordon Butler
Skipper

Upcoming activities

Our normal schedule is:

Members' meetings – Second Monday of the month, 7:00 pm at the Club.

On water activities – The weekend following the members' meeting.

11th April Members Meeting

Guest speaker – Alby Pratt from North Sails "Developments in Cruising Sails"

15-17th April – On Lake activity

This is the Easter weekend. We are planning for family-oriented locations and activities, that encourage family to attend. Details to be advised closer to the date.

9th May Annual General Meeting

Annual General meeting. There will be no elections for the Committee, as the Committee is a 2-year term. We will however, provide annual reports, and confirm key positions such as supper coordinator, safety office and representatives on external bodies.

13-21st May – On Lake Activity

- Extended lake cruise – attempt #2
 - Details to be advised closer to the date
- Coordinator – TBA

13th June – General Meeting

Guest Speaker, John and Raewyn Lemberg - Coral Sea trip – 2021

17-19th June – On Lake Activity

Details to be advised closer to the date.

Other News

The audit and lunch day held in late February was a great success with about 7 boats audited. The CD now has around 25 of our boats audited. Thanks to all those who have had their boats audited and the auditors who have contributed their time. The auditors have expressed their appreciation of the positive attitude that members are bringing to the audit process. At our last members meeting Tony talked about a number of items where the process had identified opportunities to improve safety on boats with minimal expenditure or effort, which is a great outcome.



The lovely Zephyr on her last CD activity before she was sold

Cruising

Our short March Cruise by Maureen Seysener

Following days of torrential rain and the lingering threat of a developing east coast low the difficult decision was made to cancel the planned week-long lake cruise.

By Thursday, with some serious cabin fever building and calmer weather conditions promised, the time was right for anyone who was free to get back on board and shake out the canvases!

A simple post on the CD Facebook page was the easiest way to let people know we were going out and planning to head to the southern end of the lake.

As always Browns Bay didn't disappoint and by the end of the week eight boats had dropped anchor - Beyond Cool, Stoked, Zephyr, Migaloo, Windsong, Chandon, KRACKT and 2Dream - and aside from a couple of light showers three wonderful days followed with sunshine, mirror-like conditions and stunning skies.

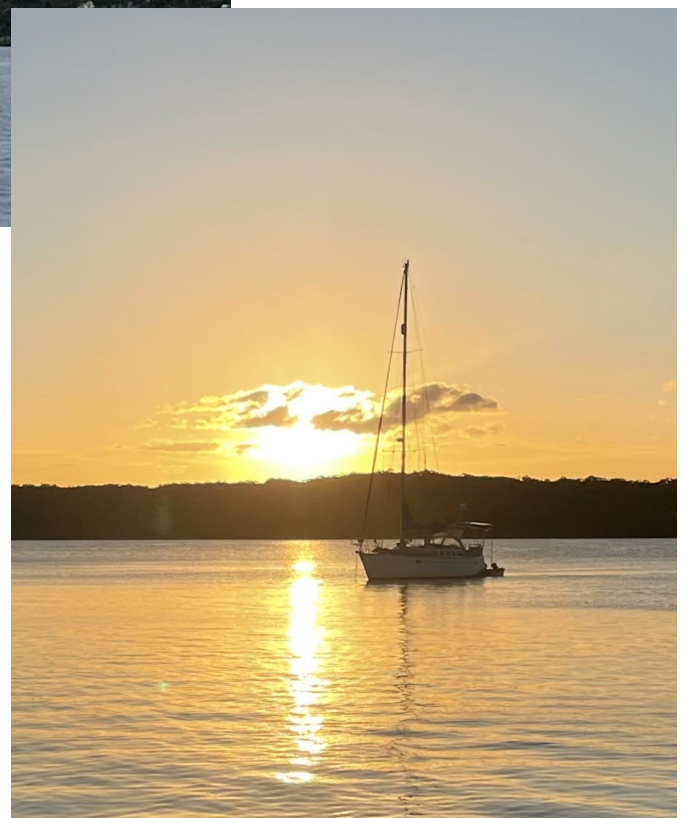
With a light easterly picking up on Sunday morning the fleet sailed to the western side of Wolstencroft where we were welcomed by Shulan and Gang Li (Reverie).

Whilst it was fantastic to be finally back out on the water again the best thing was having the time to gather and simply be with good friends!

Here are a few pics from the cruise for you to enjoy.

Thank you all!





MOULD, MILDEW, HOLDING TANKS & BOAT SMELLS

by Carolanne Clement - *Beyond Cool*

When we first took delivery of our shiny, new boat *Beyond Cool* in 2017 I was determined to keep her in top condition and to only use simple, environmentally friendly cleaning products in the process. I'm not scientifically adept but I have researched quite extensively on what would seem reliable websites and books and I'm happy to report that as BC approaches her fifth birthday we have kept both dreaded mould/mildew and nasty boat smells and stains largely at bay.

It's probably well known that good air flow will help prevent mould and we always run a dehumidifier (we're in a marina) on a timer whenever we're not onboard for any extended period. In very humid conditions or long periods of wet weather (ie. this last summer) we'll also prop open cupboard doors, keep cabin doors open and leave a couple of bilge covers off to facilitate this airflow in our absence and so far we've never experienced any major issues.

My cleaning kit consists of some reasonably friendly and effective products that have served me well and all are readily available and have multiple uses.

Sodium bicarbonate (bicarb soda), sodium percarbonate based products (Napisan, Disan etc), Sodium carbonate (washing soda)

Everything I've read about the sodiums claim they are environmentally sound and are quite a natural product. (see link below on sodiums)

White vinegar, oil of cloves* (OOC), borax, eucalyptus oil, tea tree oil, cake each of pure laundry soap (Sunlight) and Sard,

Gloves - whenever it's necessary to protect your hands.

Treating and preventing mould

Many experts will commonly recommend either white vinegar or oil of cloves to help inhibit mould and mildew growth. I keep a large supply of white vinegar onboard as it can be used as a first aid in tropical stinger attacks, cooking and of course cleaning. The Sunbrella website calls for a vinegar and detergent solution in cleaning canvas too and when vinegar is mixed with bicarb soda the resultant fizz is quite effective in cleaning spills and stains on just about anywhere.

I store vinegar in spray bottles in my bathrooms and galley and liberally apply it around the drain openings and wipe surrounding surfaces regularly with it.

I have also used oil of cloves* but learnt the hard way that cloves can stain porcelain (& possibly white fibreglass) so care is required. As well I've since become aware that OOC has an anaesthetic effect on fish and may even kill them if used liberally so I am not as enthusiastic about using it as I once was.

Sometime ago I came across an article (link below) that impressed me with its reasoning about how to treat serious mould. It also gives reasons why vinegar and other products may not always be the best option when it comes to mould so I'd recommend reading it. I have all the ingredients on hand to make up the treatment but because our prevention techniques have worked well, I happily haven't had the need to actually try this out. Bunnings sells small pouches of trisodium phosphate under the name of Tricleanium. Phosphates aren't ideal if they end up in waterways, however there is only a small amount required for this recipe (no. 2 in article) so use your discretion.

Borax mildew treatment:

- 1 quart hot water
- 2 tablespoons baking soda (sodium bicarbonate)
- 2 tablespoons borax (sodium borate)
- 1 tablespoon TSP (trisodium phosphate)

<https://stingysailor.com/2021/11/06/remove-and-prevent-mildew-for-pennie>

Holding tanks, pesky odours and the salt water curse

After being told early in the piece of an amazing product to treat holding tanks and that its high price was thoroughly worth it, I discovered that its base ingredient was sodium percarbonate (SP), which is the basis of the much cheaper Napisan and even cheaper Disan (Aldi). So ever since I've treated our tanks with a tablespoon of Disan dissolved first in boiling water to activate and cooled slightly before flushing down the toilet. I'll dose every few days with a maximum of three doses over a full tank. But that is subject to trial and error depending on the boat and the tanks. The cheaper the product apparently the more SP as the dearer ones add fancy perfumes etc.

BC remained a sweet smelling vessel for quite some time but there came a period when that all changed. We spent more time on BC than off it for the first eighteen months but after locking the boat up for a few weeks and then reboarding I was horrified to be hit with the faint odour consistent with a smelly urinal. Long story short and after lots of questions I learnt about salt water flush versus fresh. Despite keeping the bilge, toilets and bathrooms squeaky clean, if salt water is left in pipes to stagnate it will develop a strong and nasty odour that will permeate the boat. Ever since we have used our shower hose to flush our toilets with fresh water when practical and it has made quite a difference. If we've been off the boat for a while we'll flush through the salt water that will have been in the inlet hose and the smell of sulphur is quite pungent. Whenever we empty our tanks we'll clear the hoses too.

About once a year we'll clean the bilge thoroughly using disinfectant. This has kept it like new and stops the build up of bacteria that's present in salt water ingress or other seepage such as the fridge defrosting.

Our lounges are covered in cream vinyl rather than leather which we preferred for practical reasons and every six months we'll clean them with a cake of Sunlight soap dipped in warm water and applied directly in a circular motion to the vinyl. This soapy slurry works really well and is easily rinsed off with a soft cloth dipped in clean water and towel dried if necessary. Every so often I'll use Sard if there's a stain and in some cases eucalyptus oil after testing inconspicuously first. Eucalyptus is excellent for removing gum and glue off surfaces and has come to the rescue of stubborn, unidentifiable stains many times. Tea tree oil can sometimes be substituted for eucalyptus oil and of course is a handy antiseptic and first aid treatment.

Borax has many cleaning uses and is sometimes a good additive to the washing machine to boost the cleaning. But I have forever used it to get rid of ants. My dad taught me to mix borax with honey and leave wherever ants are present. However a pest controller told me sometimes ants prefer fats or savoury foods and to mix whatever they're targeting with the borax ie. ricotta cheese. The ants will take it back to the nest and be eradicated. Caution of course if there are pets or children around that may be attracted to these ant baits.

Lastly sodium carbonate aka washing soda comes in crystals or powder and is excellent at removing baked on grease from barbecue grates and roasting pans and rungs etc. I will fill a sink with boiling water and sprinkle the washing soda liberally over the dirty object and let it soak for a good while. The baked on grease should just peel away with a wipe or if badly coated it may take a couple of goes. Washing soda has other uses as the packet will indicate and is a handy cheap product to have on hand.

Here are a couple of links below that may be useful too.

<https://rvbooks.com.au/napisan-is-safe-for-septic-tanks/>

<https://byjus.com/chemistry/difference-between-sodium-carbonate-and-sodium-bicarbonate/>

Here's to more sailing and less cleaning!

Safety Corner March 2022

During the recently undertaken CD Equipment Audits it became clear that there are some unanswered questions around some of the items listed as mandatory in the First Aid Kit Contents List.

What is a CPR mask? What is a face shield? How do you use them?

The CPR mask or CPR Pocket Mask was introduced about 40 years ago by Laerdal (leading manufacturers of resuscitation equipment and training aids), as a aid to performing expired air artificial respiration (CPR “breaths”) whilst providing a barrier between the patient and the rescuer. Those who have performed mouth to mouth resuscitation know that it is not very pleasant due to secretions/vomit and there is always a concern regarding contamination (in poisoning) or infections such as HIV, Covid etc etc. The CPR mask provides both a mechanical barrier and diverts/filters the patient's exhaled breath.



There are many versions or copies available from first aid suppliers and also on the internet (eBay etc). They vary in price from a few dollars to about \$25 (I have seen prices as high as \$50 which is frankly a rip-off). I would recommend purchasing from a recognised Australian supplier (eg St John Ambulance Australia). Instructions for use of the device come with it and there are many instructional videos on YouTube.

CPR face shields are a cheaper (although only slightly, around \$3 to 8 each) more compact/portable solution to address the same problem. They consist of a plastic sheet and a filter to provide a mechanic barrier between the patient and rescuer. They are sometimes packed into keyring pouches so they can be carried with you more easily.



Although I carry a CPR shield on my car keys, I would recommend a CPR mask for your boat First Aid Kit.

Why Soluble Aspirin?

The reason for including soluble aspirin in the first aid kit is for its use in the first aid treatment of a suspected heart attack (myocardial infarction). Aspirin helps prevent blood clot formation due to interfering with the action of platelets (clotting cells in the blood) and can therefore help stop/slow the progression of a heart attack.

If a heart attack is suspected place ONE soluble aspirin in the patient's mouth (under the tongue or in the cheek). It will dissolve and be absorbed into the body very quickly. There is no need to dissolve it in water and it should not be swallowed whole.

Although aspirin is a painkiller Paracetamol and Ibuprofen are better choices to be carried for treating mild to moderate pain.

Chris Cahill

Reefing 101 for the Cruiser - Tony Austin (*Double Fun*)

For many of us who mainly sail on the Lake, reefing our sails is not something we do all that often. If the weather is rough we often just stay at home and even when we venture out knowing that the winds are up we tend to just turn on the motor(s) and leave the sails in their covers. While convenient given the small distances that we are covering, it does mean that we tend to de-skill when it comes to reefing our boat in stronger winds. This is unfortunate as sailing a well reefed, and well balanced boat in strong winds can be fun and very satisfying. Given the rapidly rising price of fuel at present it might also help spare the wallet!

While many newer boats come with some sort of in-mast (and less commonly, in-boom) furling, most of our CD fleet have the more traditional slab (or Jiffy) reefing. Like all things on boats, this can be rigged in a myriad of ways so it is imperative that the skipper and crew are fully conversant with the systems on their boat. It goes without saying that trying to move off a lee shore in a strong breeze after your motor has either let you down or your prop has just chosen to play with a crab trap is not the time to discover that your skills in reefing are a tad deficient. I like to think that we are all sailors in yachts where the main method of propulsion is our sails, on occasion assisted by a motor - not the other way round!

The Lake offers an ideal location to practice our reefing skills and we have many CD members with tons of experience only too happy to share their hard earned lessons with you. To assist you in getting 'back up to speed' reefing your boat Rob Black (Krackt) and I have prepared a summary of the key issues based on our experience in both coastal (Tony) and blue water (Rob) cruising.

As an aside, speaking with several skippers who own yachts with in-mast furling, many tend to sail 'all or nothing' in strong winds as they are frightened of having the furling system jam with some of the mainsail still deployed. Like so many things on a boat 'when it works it is really, really good but when it doesn't it is really, really bad'.

Do you make New Year's Resolutions? If so, you could make a rather late one and add Practice Reefing to your list for 2022!

Safe sailing,
Tony

Hints For Rainy Days by Rob and Karen Black (*Krackt*)

Rain, Rain go away - It won't, but I am here to stay,

So what can we do to get through the day?

Most periods of rain are on / off / on so what to do.

First, if your dinghy is up on the davits make sure the drain plug is out.

So you think you are stuck inside – hey that's just like being at home.

What do you do there?

Watch a movie – TV, DVD player

On a yacht with internet - Binge watch a TV series on a free to air, Netflix, etc.

Download all that interesting stuff you always wanted to know, sift through yachting articles, look at old Cruising Division articles and put together a book of useful tips.

Take a nap – so easy to do.

Take time to stretch those grey cells – have a crack at those puzzles you have always wanted to try or struggled with. These are available in books, newspapers, magazines and can sit there on the shelf till next time.

Read a book or three.

Play board games, cards but you need an enthusiastic partner or they will become bored games.

Check out technology to keep an eye on the weather, rain radar, weather sites (wind, rain and forecasts), lightning strike sites (lightning), river levels (lake heights), tides (lake heights), vessel finding (locate other vessels with AIS), public boating sites - like Deckee (moorings, wharves), then the hum drum stuff, emails facebook etc.

Go fishing with ready to use bait – salami/cheese/flour rolled into balls – all in the fridge.

Then a romantic gourmet meal with the product. Or a can of baked beans on toast if it doesn't work out.

Between showers – explore the area – visit that shopping centre, explore the drinking holes, try the pastry shop etc – you will probably never drive there in your car so have a look while you're in the bay.

If you want to exercise, and walking doesn't seem on – the cabin floor/cockpit have ample space to do some simple exercises that will soon raise the breathing and pulse rate.

Workout cards can be found online.

Socialise with neighbours if they are interested – find out by visiting – then you can have a go at cooking a cake/scones/pikelets or simply biscuits. If it is to be Sundowners then take what you need for a safe trip back – it could be wet/dark this time.

Try a new wine or drink you picked up in your exploration ashore.

Tidy up inside – keep it uncluttered now you are spending more time below decks.

Rainy weather gives a good opportunity to clean out the clutter – go through cupboards and cull stuff that has accumulated - if it is rubbish it can go outside to keep the cabin free, if it is to go home and there is room to store it in the boat – otherwise start a list of stuff and where it is to shift when you reach shore. That piece of wire you have had for 10 years just in case can be reassessed.

To keep the boat as dry on the inside, shower outside – showering below produces warm moisture that will condense inside somewhere.

Put wet towels, clothing, etc outside, if possible, to keep moisture out of the boat.

Keep the bilge as dry as possible – to keep any smells to the minimum.

Explore the boat to find out which walls condense water – especially in cupboards.

Get out on deck and do some scrubbing then let the rain do the rinsing – slipping may be a hazard so wear good shoes and don't persist in slippery places.

Solar charging won't be the answer generally in sunless skies – so keep an eye on batteries.

NOW IF YOU WANT THE RAIN TO STOP

Simply try to fill your water tanks with rain water. As soon as you open the filler the rain will vanish.

