

LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION

CRUISELETTER



August 2022 No. 389



Peaceful Reflections from the past remind us that good weather will return

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Skipper's Report

Welcome to the August Cruiseletter, we're well into the winter season now and what a season it's been so far with floods and record rainfall. I'm filling in this month while Gordon and Trudi enjoy a well-earned escape to tour beautiful Tassie.

Now that travel is reasonably open again, there seems to be many CD members taking the opportunity recently to travel to see family or escape the weather and tour overseas.

Cruising Division Editor:

Any articles for the Cruiseletter can be sent to Cruiseletter Editor David Baker, preferably in MS Word format.

dragonflydbl@gmail.com (0427 317109)

Please address all letters for the Cruising Division to:

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Skipper's Report cont'd

There was a lively discussion at the last members meeting following some encouraging updates from the NSW government regarding the Swansea channel. On Jodi, we've been taking this as inspiration to get our anti-foul done, a chart potter update, as well as catching up on that ever present maintenance job list.

We were very fortunate with the weather during the recent CD visit to the new Marine Rescue LM radio base. What a fabulous facility and many thanks to Gail, Neil, Anne & Ross for hosting and showing us what happens behind the scenes when we log in. Our tour was completed with a very sociable lunch at Swansea RSL. An unexpected surprise was an appearance by Ian Donaldson. Well done Ian, you're doing great! Thanks to Nikki for organising such a nice day.

Very best wishes and Safe Sailing,
Richard Masson

Upcoming activities

Our normal schedule is:

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

Lunch at the Rathmines Bowling Club

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

8th August – General meeting

Guest speakers Mark and Carolanne Clement - Cruising Sydney and Middle Harbour.

12-14th August activity

Arrangements are to be advised!

Position Vacant – Cruiseletter Editor

The Cruiseletter is a key part of how the Cruising Division communicates with the members. David has done a great job as Cruiseletter editor over the last few years. Carrying out this role during the disruptions brought by COVID has been particularly challenging and David has been very effective in actively seeking material for the Cruiseletter. However, David has decided that he would like to hand the role over to someone new.

Please think about contributing to the Cruising Division by taking up the role. It is one where the editor has great freedom to pursue subjects that are of interest to them. There are many members of the Cruising Division who are willing to contribute articles, if approached by the editor. If you are interested and need any further information, please talk to me.

HISTORY OF LAKE MACQUARIE YACHT CLUB CRUISING DIVISION from 1985 to 2010 - The first 25 years



Letter to the Editor from Ray Kiely

In the July *CruiseLetter* Nikki Cahill gave a thumbnail history of the first 25 years of the Cruising Division, and it is true to say the Board was having difficulties with some of the outcomes the Division's Constitution was producing.

As Nikki said, "The first meeting was held in February 1986 with 30 people attending. The CD would be an autonomous body separate from the LMYC". At that meeting it was resolved that Ivan Irwin would draw up a constitution for presentation at the next meeting. There would be no one more capable of doing this than Ivan. Prior to this Ivan was at the RSYS (The Squadron) where he had 103 people answerable to him and before that was Royal Navy, retiring as a Lieut-Commander.

This was the requirement of membership "Prospective members must have and continue to hold, current membership of either LMYC or another club affiliated with the NSW Yachting Association"

The first Skipper of the New Division was Graeme Penney and in his first annual report Graeme wrote "All of the Lake Sailing Clubs are represented in our Division and quite a few new members have been introduced to LMYC through us" but there a lot who did not and were able to use many of LMYC's facilities for the \$10 annual fee of the division principally water, power and wharfage overnight. When challenged, the universal answer was they were members of the LMYC Cruising Division. Complaints to the Board were on the increase and difficult to handle.

It came to a head during my time as Commodore when a yacht started to use the mast crane. When challenged, it was found that the owner of the yacht was not even a CD member, but his mate who was organizing it all was. I represented the Board and Ivan spoke for the CD. It was all very civil, but Ivan made it clear if we were not satisfied with the existing arrangements, he would take them all elsewhere. So be it.

But that did not happen, as wiser heads in the CD called for a change in the constitution which duly occurred. Membership of LMYC became mandatory and is still part of the current constitution, with special consideration for the partner.

In the June/July 2003 report the then Commodore Peter Johnson wrote, "we acknowledge the strength, vitality and great support the Cruising Division provides to the Club. It is in fact the strongest Division in the Club"

Ivan died suddenly of a heart attack in Spain on the 13th May 2000, aged 74. His body was returned to his homeland and cremated in London. He was a member of LMYC for 42 years.

Cruising

VISIT TO MARINE RESCUE LAKE MACQUARIE RADIO BASE - 16th July 22

by Nikki Cahill

The Cruising Division had a most enjoyable visit the MRLM's radio base at Swansea on Saturday morning. Our thanks to Gail, Neil, Anne and Ross for their hospitality and the very informative tour of the base which is now a very smart, up to date 21st Century facility. Gail and Anne very ably demonstrated what happens each time we log on for a trip or we have an emergency. They explained how they communicate with the many MR volunteers up and down the NSW coast monitoring us on our journeys north and south.



Ralph presented a donation of \$500 to MRLM on behalf of the CD. MR relies on donations from the public and fundraising activities to cover its running costs.

CD members are encouraged to become Radio Club members (\$40) to help support this valuable organisation www.marinerescuelakemacquarie.com.au

The 'famous' chart table



Then lunch afterward

Safety Corner July 2022 meeting - Chris Cahill**Hypothermia****Definition**

Deep body temperature	< 35°C
Mild	35° - 32°C
Moderate	32° - 30°C
Severe	< 30°C

Cold kills

- The human body is designed to operate at 37°C +/- 0.5°C - homeothermic
- Biochemical processes are slowed, disrupted or cease altogether at lower temperatures
- Hypothermia is common in the maritime environment

**Measuring Temperature**

Thermometers are OK in controlled circumstances but just feeling a casualty's skin can tell you if they are significantly cold.
If the skin in their armpit (or groin) feels cold to your hand then they are dangerously cold.

Causes

Heat loss is greater than heat production due to:

- Decreased heat production
- Increased heat loss

Thermo-neutral environments is one where the body neither gains nor loses heat .

- Air 25°C
- Water 35.5°C

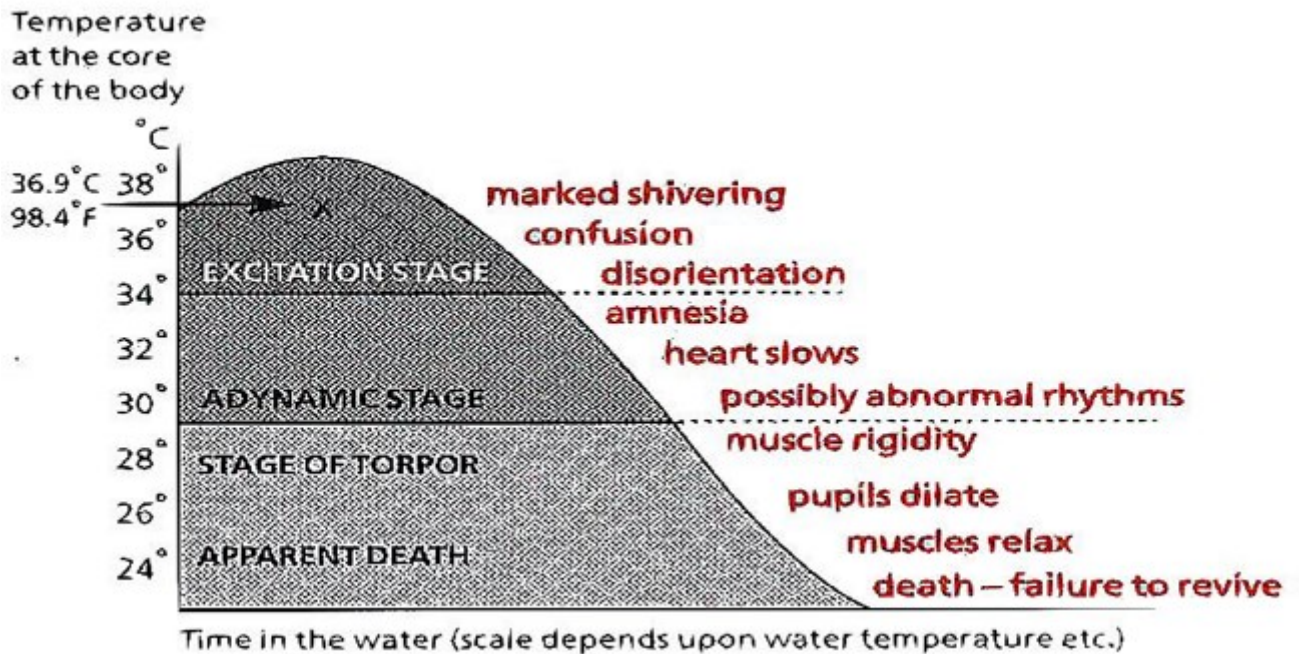
The Current water temperature is about 17 to 18°C (definitely NOT thermo-neutral)

The risk of hypothermia increases with exposure to moderate cold with abnormal thermo regulation due to:

- Drugs, alcohol
- Sea Sickness
- Malnutrition
- Disease
- Injury
- Exposure
- Immersion

Symptoms and Signs

Once the deep body temperature falls below normal thought processes deteriorate, making rational and complex decisions becomes impossible.



Prevention/Protection

- Awareness
- Shelter - out of wind and rain/spray
- Insulation - Quality, waterproof, layered clothing
- Head covering
- Stay out of the water

Treatment

- Depends on circumstances
 - Cold quickly & short time - rewarm quickly
 - Cold slowly & prolonged - rewarm slowly
- Beware circum-rescue & rewarming collapse, ie, a collapse of arterial blood pressure that can result in heart failure.
- Passive rewarming for mild hypothermia
 - Get them out of the elements
 - Remove wet clothing
 - New dry clothing, blankets etc
- Active rewarming
 - External – bath or shower, warm drinks (if conscious) **NO ALCOHOL**
 - Warm the victim's trunk rather than extremities - share body heat in a sleeping bag

Pittwater Dreaming

It has been so long since we have been able to have a Pittwater Cruise. To remind us in anticipation that we might break through the channel next year, here is an article from Cruiseletter May 2015 regarding the history of that great waterway.

A Look Back in Time - Hawkesbury River (Deerubbun)

Source: Wikipedia / Cruising Guide to the Hawkesbury River - Powell J

The Hawkesbury River, is a semi-mature, tide dominated, drowned valley estuary located to the west and north of Sydney. The Hawkesbury River and its associated main tributary, the Nepean River, virtually encircle the metropolitan region of Sydney. The Hawkesbury River has its origin at the confluence of the Nepean River and the Grose River, to the north of Penrith and travels for approximately 120 kilometres in a north-easterly and then south-easterly direction to its mouth at Broken Bay, about 15 kilometres from the Tasman Sea. The Hawkesbury River is the main tributary of Broken Bay. Secondary tributaries include Brisbane Water and Pittwater, that together with the Hawkesbury River flow into the Tasman Sea at Barrenjoey Head. The total catchment area of the river is approximately 21,624 square kms and the area is generally administered by the Hawkesbury-Nepean Catchment Management Authority. The land adjacent to the Hawkesbury River was occupied for many thousands of years by the Darkinjung, Darug, Eora, and Kuringgai Aboriginal peoples. They used the river as an important source of food and a place for trade.

Aboriginal history. The Aboriginal name for the river was published as Deerubbun in 1870. The two main Aboriginal tribes inhabiting the area were the Wannungine of the coastal area on the lower reaches (below Mangrove Creek) and the Darkinung people, whose lands were extensive on the lower Hawkesbury to Mangrove Creek, upper Hawkesbury, inland Hunter and lower Blue Mountains.

European history. In 1789 two expeditions explored the Hawkesbury to the northwest of Sydney and the Nepean River to the southwest. It took about three years to realise they had discovered the same river system The Hawkesbury River was one of the major transportation routes for transporting food from the surrounding area to Sydney during the 1800s. Boats would wait in the protection of Broken Bay and Pittwater, until favourable weather allowed them to make the ocean journey to Sydney Heads. With the opening of the railway from Sydney to Windsor in 1864, farm produce could be shipped upriver for onward transportation by train. However, by the 1880s the river had become silted up between Sackville and Windsor, and Sackville became the head of navigation for sea-going vessels. Until the end of the 19th century coastal steamers linked Sackville to Sydney. The Hawkesbury River was named by Governor Phillip in June 1789, after Charles Jenkinson, 1st Earl of Liverpool, who at that time was titled Baron Hawkesbury. An obelisk was unveiled in 1939 at Brooklyn to commemorate the naming. In 1794, 22 families were granted land at Bardenarang, now known as Pitt Town Bottoms, near Windsor.



River usage - Navigation

The Hawkesbury River is navigable from Windsor to the sea. There are no dams or locks on the river, and the effects of the tide are felt as far as Windsor. Whilst use of the river to carry farm produce and other goods has now largely been superseded by road transport, the river remains the only form of access to a significant number of isolated homes and communities. This is especially true in the lower reaches of the river, where the steep and rugged terrain inhibits road construction. One consequence of this is the operation of Australia's last riverboat postman, a river service that delivers mail to properties on the river between Brooklyn and Spencer.

Interesting Facts

Cowan Creek was a favourite route for smugglers. In 1842 a timber getter came across 200 casks of rum which had been landed from the Fair Barbarian. This led to the establishment of a Customs Station just inside Pittwater in 1843.

The draft of the **Australian Constitution** was worked on by the drafting committee aboard the Queensland Government paddle-steamer Lucinda whilst anchored in Refuge Bay over the Easter of 1891.

In 1942 Refuge Bay was the top secret training base for **Z Force** in preparation for their daring raid on Japanese shipping anchored in Singapore Harbour.

In 1933 **George Rhodes** purchased the hulls of the first Australian warships (Swan & Parramatta) for 12 pounds each. He then towed and grounded them at the head of Jerusalem Bay for the use of fishing parties. National Parks disapproved of this and removed them the following year.

Coal & Candle Creek - name supposedly derived from former resident Colin Campbell who lived opposite the present day Arkuna Bay.

Looking Glass Rock stands at the entry of Cowan Creek. In summer this massive rock glows brightly in the rising sun. Local Aborigines believed if this rock ever became submerged Europeans would then depart.

Waratah Bay is the site of one of earliest buildings in Cowan Creek built by Edward Windybank in the 1890's. He and his family constructed a home and boatshed there and hired out boats. A shrewd business man, he built a track from Berowra and operated a paddle steamer (General Gordon) the only paddle steamer to ever operate on the Hawkesbury. For 20 years she carried passengers across the river from Brooklyn. After the Brooklyn bridge was built Windybank cut her in half and later quarters to serve as houseboats in Cowan, hence the name House boat Bay.

One of the most bizarre plans for the area was to establish the nation's capital (to be called **Pacivica**) on the headland between Smith Creek and Cowan Creek. The buildings were to be modeled on the Tower of London, Windsor Castle etc. Access was to be via a suspension bridge near Bobbin Head. Fortunately nothing ever came of this and the creation of the present day National Park has ensured the protection of this spectacular country for the enjoyment of all.