

LAKE MACQUARIE YACHT
CLUB



CRUISELETTER

October 2022 No. 391



NEXT GENERAL MEETING MONDAY 10TH OCTOBER

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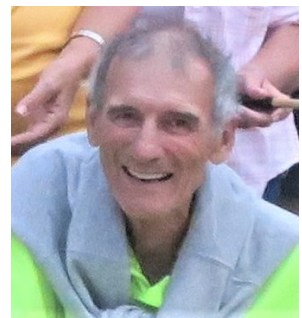
Cruising Division Editor:

Any articles for the Cruiseletter can be sent to the Cruiseletter Editor, Maureen Seysener, preferably in MS Word format. seysener@gmail.com (0438752561) by 25th of each month.

Please address all letters for the CD to: LMYC CRUISING DIVISION Ada Street , Belmont NSW 2280

THANKYOU!

After navigating the Cruiseletter through the stormy seas of the past couple of years our much loved and respected Editor, David Baker, has decided it's time to pass on the baton and spend more time travelling - on land and sea! We thank David for his years of dedication and hard work. No easy task keeping our monthly newsletter informative, interesting and relevant when everything's languishing in a hiatus of lockdown! We wish you well David and thankyou sincerely for your valuable contributions. Hope to see *Kombali II* out on the water again this summer.



Skipper's Report

Skipper: Gordon Butler



The CD was recently given a very out of date life-raft that had not been serviced for many years. The Committee decided to use the life raft at our September meeting for a demonstration of how to use rafts and to provide some information about the selection, maintenance and use of life rafts. The session was well led by Chris Cahill and culminated with the life raft successfully inflating! It was a great evening, thanks Chris for leading.

Our September activity was an on-lake cruise. The weather forecast was for westerly winds which are always a challenge for some mooring locations. Around 5 boats attended at some time over the week end with peaceful overnight stays at Rathmines and Taylors Bay. The Saturday sail to Rathmines started with full sail up in light westerlies between Rathmines and Cape Wangi and ended with +30 knots between Pulbar and Point Wolstoncroft. One member described the conditions as “character building”. Reefing or furling headsails in strong winds was practiced on all boats.

In the last month we have heard that a contract to dredge the channel by Christmas has been awarded or is close to award. The Government has also announced that a 10-year plan for the maintenance of the channel is to be prepared. It seems that we are getting closer to a solution to the immediate problem and hopefully to a longer-term, sustainable solution. A number of members have been advocating on our behalf and we should thank them all for that support.

On the 15th–21st October we once again will be running our annual Ivan Irwin Cruise. This week long cruise on the lake will be our first extended cruise since CoVid lockdowns occurred and promises to be a great few days on the water. Thanks to Marion and John Cotterill for organising this premier event

Details tba closer to the date.

Feel free to drop in / out if you cannot make the full week.

Advance Notice - Pittwater Cruise - Mark these dates in the diary!

With the hoped-for good news about the channel we are planning a Pittwater Cruise between the 5th and 17th March 2023. The last PWC was in 2020 which is way too long ago. The PWC's are a great event, and always enjoyed by those who attend. The location provides sheltered anchorages in all conditions with space ashore to gather and spend time with friends. It is an event that should not be missed!

Guest Speaker



Our guest speaker this month is the Chief Pilot of Newcastle Harbour Malcolm Goodfellow. We have had the privilege of hearing Malcolm speak twice before at our CD meetings and are excited to be able to again welcome him to LMYC.

Malcolm will share both his expertise and knowledge as Chief Pilot of the largest Coal Port in the world plus some interesting stories relating to his job over the past years. This is a presentation you won't want to miss!



Newcastle Harbour from the air - one of the most challenging harbours on the east coast for large vessels.

September Outing

Cruise Co-ordinators: Chris & Nikki Cahill
(Windsong)

For the first on water CD activity for some time, the plan was to gather at F Jetty on Friday afternoon and have happy hour ashore. The forecast warm and light westerly conditions materialised and it looked good for a great gathering. *Windsong* anchored early afternoon and got on with some ongoing maintenance. Just when it looked like no-one was going to join us *Breathe* hove into sight. We got together on *Breathe* for a very enjoyable happy hour. You missed an excellent evening.

On Saturday morning *Breathe* and *Windsong* sailed for Taylors Bay as westerly winds were forecast again and said to be freshening in the afternoon. The wind was fairly light to start so Gordon suggested that we sail around Pulbah Island - great idea until unfortunately the freshening breeze suddenly became a very gusty westerly (30 plus knot) squall. Both boats weathered the squall with some reefing etc (and brilliant boat handling :)). No one drowned or got injured and nothing got broken - all good.

After anchoring in Taylors Bay and tidying up hastily reefed sails a pleasant afternoon unfolded. We were joined by *Migaloo* and *The Bach*. Both had "enjoyed" boisterous conditions on the way down to Taylors without incident. Happy hour on *Windsong* concluded a fun exciting day.



Windsong to windward in the freshening breeze (Photo - Trudi Butler)



Happy hour on Windsong (Photo -Ken Archer)

Windsong and *The Bach* decided to stay another night, whilst *Migaloo* and *Breathe* returned home to avoid any afternoon westerly wind dramas. *Yorkshire Relish* joined us in Taylors in the afternoon having been unable to come out earlier due to family commitments. An excellent happy hour on *Yorkshire Relish* concluded the weekend.

Many thanks to those who made it out and those who were otherwise committed but let us know. It was a cracking weekend!



Speaking of outings

If you're at a bit of a loose end and looking for something to do an enjoyable day out can be had exploring the fascinating history of Newcastle with a visit to The Fort or by taking a leisurely cruise round Newcastle Harbour.

Grandkids bored?? Try taking them through the historic tunnels beneath Fort Scratchley - guarantee you'll also learn a few facts you never knew about our beautiful city.



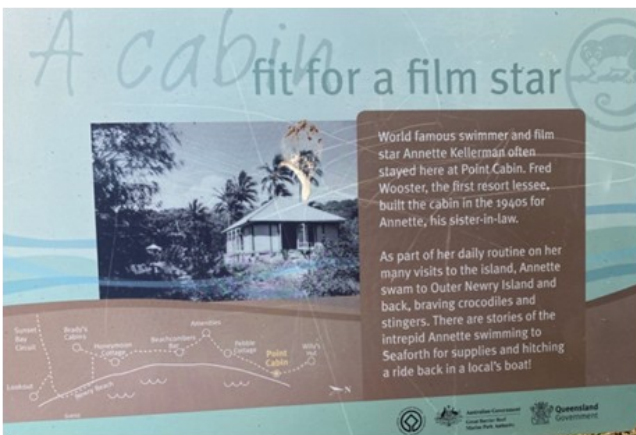
Then if you're still keen a harbour lunchtime cruise will take you places seldom visited by our fleet when we pull into Newcastle. Of course this tour comes with a running commentary from the Captain liberally sprinkled with facts and interesting yarns.



Port Where? Port Newry!

Having done the trip from the Lake to the Whitsundays several times we are always looking for somewhere new to visit. A quick check of the cruiser's bible – Cruising the Coral Coast by Alan Lucas – revealed a potential side trip for our last cruise north from Mackay.

Lying 24NM north of Mackay Harbour Port Newry is made up of several islands all designated as National Parks. The area is rarely visited by the southern hordes heading to the Whitsundays but is a gem and well known to locals and live-aboards alike. The anchorage between Outer Newry Island and Newry Island is well sheltered from the prevailing SE winds and offers good holding in 4 – 10 m of water. Just remember that the tides are pretty severe so plan your moves accordingly!



The islands have an interesting history with a family-oriented resort being built on Newry Island in 1935. Like many resorts in the region, it was forced to close in 2001 and has been partially preserved by the National Parks Service.

The family that owned the resort built everything by hand and the architecture is certainly rather rustic with cabins made from local boulders, stones and cement. While most of the shorelines are rock, mangroves and coral there is a lovely tropical beach in front of the old resort.



Newry Island offers a few short but scenic walks and has a basic camping ground with a shelter/cooking shed and toilets. The grassed areas facing the beach make for an ideal picnic location.

Outer Newry Island is less developed and has a single walking track that winds through the forest to the rather exposed eastern shore. There are no sand beaches, but the fishing is said to be excellent with a mix of mangroves and exposed rocky reefs. Along the walk you will see a single hut that can be rented. Apparently, it is popular with the local fishing clubs and, while very basic, seems to be well looked after.

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Port Newry has excellent mobile phone reception, good TV coverage and good access to the VHF repeater on channel 21.

If you are keen to do more exploring you can take your dinghy to Rabbit Island and go ashore. There are day-stay picnic facilities as well as a pit toilet. Access is very much dependent upon the state of the tide as there is limited sand on the shore. If you are adventurous and have faith in your dinghy you can zip across to the settlement of Seaforth. We didn't bother but Lucas reports that there is a caravan park, service station, general store, and post office agency.

We really enjoyed our time at Port Newry and would certainly visit again when next cruising in the region.

Tony & Cath Austin – *Double Fun* 2021

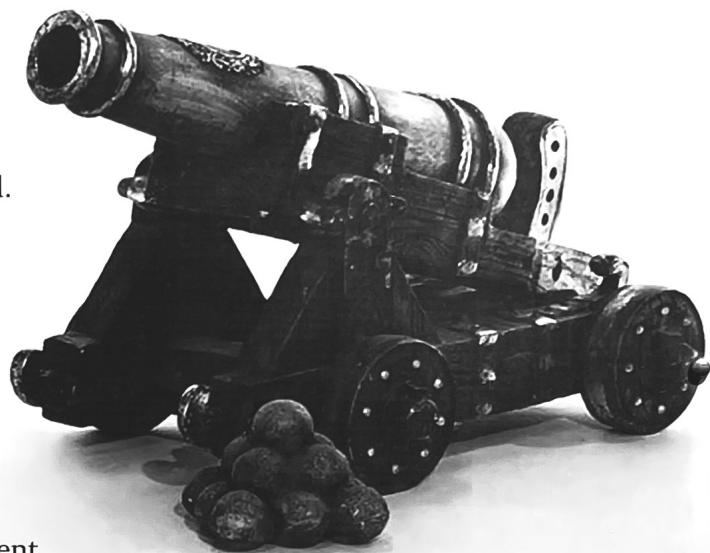


History of the Brass Monkey - *(sign spotted during visit to Fort Scratchley)*

In 1611, Johannes Kepler first proposed that the most efficient way to stack cannon balls was in a pyramid. This method was used to stop them from rolling around a ship's deck.

To prevent the bottom layer from moving under the other balls a metal plate was made from brass (to prevent rusting) with round indentations, called (for reasons unknown) a monkey.

Brass contracts much faster than iron when chilled. If the temperature dropped too far the iron cannon balls would come right off the monkey. Quite literally, "it was cold enough to freeze the balls off a brass monkey".



Safety Report

Safety Officer: Chris Cahill



At the last General Meeting we were very lucky to be able to activate and explore a donated out of date 6 man liferaft. It is not often that the opportunity arises to inflate a liferaft and discover its features, play with the contents and discuss the benefits and issues around this major piece of safety equipment.

We were fortunate that despite being out of date, not having been serviced and the canister showing signs of neglect/abuse (hence the donation) the liferaft activated perfectly, inflating fully and staying inflated.

The following are a few thoughts/learnings that came from the exercise and the accumulated wisdom of the members present.

Liferafts are:

Expensive - Cost depends on the specification and size but you can expect to spend \$2000-3000 and there is to added expense of regular servicing to conform with the manufacturers requirements to maintain warranty and ensure it works when you need it. The usual usable life expectancy even with servicing is 12 years only.

SOLAS specify the requirements, technical specifications and contents internationally and the various categories have standards specified in ISO 9650.(adopted 2005 – Liferafts for recreational vessels less than 24m)

There are **Coastal Liferafts and Offshore Liferafts** with safety stores/equipment for under 24 hrs or over 24 hrs to expected rescue. Also there are sizes 4,6,8,10 man in either a hard canister or a soft valise. Choosing the right one requires thought and consideration of your planned or potential voyages, vessel etc. There are cheaper “inshore” liferafts which may tick the boxes for your personal needs (Eg SOS Marine Personal Liferaft).

Larger is not necessarily better - a 4 man life raft with 2 onboard is more stable than a 10 man with 2 onboard.

Liferafts are heavy (40-50Kg) - You need to consider stowage, access and deployment. How are you going to deploy the liferaft and where/how are you going to board it.

It may be sensible to **deploy your liferaft before you actually need to get in it**, as it is highly visible to rescuers and it may allow a more controlled and less panicked deployment.

If your **boat is still afloat it is a better platform than a liferaft**.

Rescuers may wish to retrieve you from your liferaft rather than your boat (especially helicopters and their crew who hate masts and rigging).

Know the features of your raft - eg handholds for righting an up-turned raft, water ballast pockets, boarding ladders, lighting, inflation ports and safety equipment.

Liferafts are cramped, cold, wet, uncomfortable and guaranteed to make you seasick. Take the seasick tablets even if you consider yourself immune from seasickness. Avoid getting in a raft with anyone you dislike!

It is highly recommended to undertake a **Sea Survival Course** which will allow you to practice with a liferaft in the water in controlled conditions (amongst other skills).

Many thanks to Tony Austin for his valuable input.

Chris Cahill
CD Safety Officer



- * Tension — will it work?
- * Raft quickly inflates
- * Safety tips and how to 'right'
- * Rub-a-dub-dub — Nikki is not impressed!
- * Closed up and complete
- * Emergency provisions
- * Lots of interest and input from members.



VALE

RAYMOND STANLEY HYSLOP

Doctor, Soldier, Sailor and always a Gentleman.

Ray Hyslop (The Doc) and his wife Helen (The Admiral) were long standing members of the LMYC CD. Their pride and joy was Helen's yacht 'Dream Catcher' and they were never happier than when they were entertaining family or friends aboard.

Helen, who introduced Ray to sailing, passed away in 2016 and soon after Ray sold Dream Catcher and became less active in the CD.

Unfortunately, his health then started to deteriorate thus necessitating a move to the Central Coast where he was closer to his family.

Many members would not be fully aware of Ray's life away from the water. Ray had an amazing career that was very firmly based upon his service to others. Ray was first and foremost a specialist Obstetrician and Gynaecologist. He spent most of his career at Liverpool Hospital where he delivered over 8,000 babies! He was held in the very highest regard by his colleagues, his patients and the community being publicly recognised with the award of a Medal of the Order of Australia (OAM) and being made a Companion of the Order of Liverpool (CLO).

Ray was also a passionate member of the Army Reserve and rose to the rank of Colonel. He served in many units including a tour to the Solomon Islands. Ray was a mentor to many junior doctors and was the Patron of a major reserve health unit.

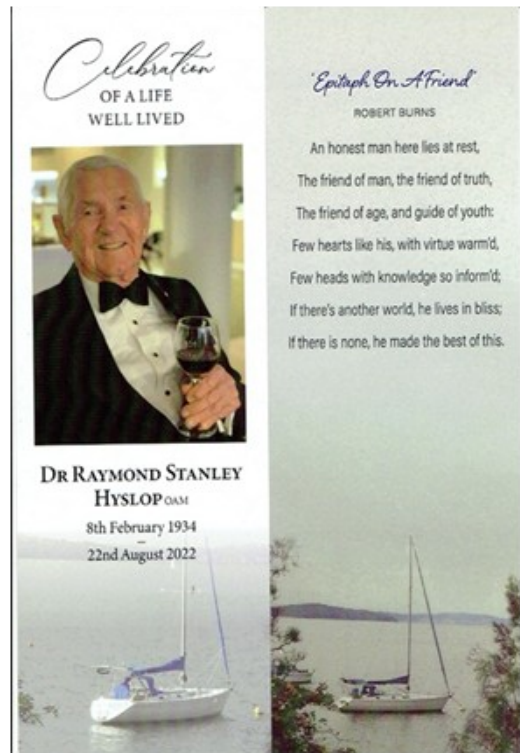
Ray and Helen were renowned as the most generous and gracious of hosts especially for dinners aboard Dream Catcher. They always carried an extensive cellar of fine wines onboard and shared them generously with their guests.

Ray's Wine Appreciation sessions on the annual CD Pittwater Cruises became legendary and one of the highlights of those cruises. They were a real mix of genuine wine education greatly enhanced by his wicked sense of humour.

A quote from one of our members: 'No matter what the 'goings on' that were taking place onshore or the hilarity over drinks on board Ray would always maintain a certain level of dignity and with a few well-placed words bring everyone undone with his dry wit and keen sense of satire – always delivered in a bland monotone that quickly ensured all conversation ceased so nobody missed out!'

It was a privilege to be able to represent the CD at Ray's funeral and share a few sailing anecdotes. We wish him eternal following seas and fair winds.

Our greatest thanks to Tony and Cath Austin for travelling to Sydney to represent our Cruising Division and to Tony for speaking so eloquently on our behalf.



October Outing - Ivan Irwin Lake Cruise

15th-21st October

This 7 Day Cruise on our beautiful lake starts on Sat 15th October and finishes on Fri 21st October.

Cruise organisers are Marion and John Cotterill (*Moondance*). You can contact Marion by using LMYC CD posts on Facebook, Marion on messenger or by phone **0409 982 535**.



The **Cruise starts at Wangi Wangi on Saturday 15th** - anchoring on either the northern or southern side depending on the weather, with a plan to have dinner at the Wangi Hotel. *Please let Marion know numbers if you want to come to this first dinner so she can book ahead.*

If you arrive early Saturday afternoon there is a beautiful walk along the shared path towards the Wangi Workers Club and if you're in for a bit of culture you can visit Dobell House - open for visitors between 1pm and 4 pm.

The plan is to run a Cooks-on-Strike type cruise, to make it easy on the chefs on board, by aiming to have approximately 4 nights out for dinner onshore. Chef's need to only plan and bring supplies for 3 nights meals.

Please be prepared for a BBQ on shore, a shared dinner for three boats (crews hosted on one of the boats) and a curry night shared on the boats or ashore. Also remember your supplies for your own usual breakfasts and lunches and happy hours.

Bring your walking shoes, kayaks, SUP's and games for free times on the boat or ashore.



As the aim of any cruise is to shake out the canvas there will be sailing on most days to get to our next stop!

Communication as usual will be via **morning updates at 9am**. Tune in to **Channel 72** to get the plan for the day.

The cruise officially ends on Friday the 21st of October, hopefully we will be able to have a nice dinner on shore at Warners Bay or Belmont depending on the weather.

This is a cruise that gifts us the time not only to use our boats and catch up with good friends but also perhaps discover some previously unknown gems that make Lake Macquarie so special.

Let's make this cruise a magnificent start to the summer season!

Please contact Marion if you are planning to attend some or all of the cruise.





Infrared Thermometer

Our thanks to Trevor Smith (*Mijo*) for bringing along this handy bit of gear to show to members at last months General Meeting.

Having carried out repairs on board Trevor was keen to double check that all was working well with *Mijo's* cooling systems. By simply pointing this Infrared thermometer at the water coming from the exhaust Trevor was able to determine all was well.

(Any handy tips or hints to share? Please forward for inclusion in next months Cruiseletter!)



"I'm beginning to see last week's visit from the scuba diving club in a new light."



CD Mystery - Where DID they go?!? Mice in the marquee or ravenous revellers from the Wake held prior to our last General Meeting! We almost resorted to raiding the emergency supplies from the liferaft for supper!

For Your Calendar



October 10th

General Meeting - 7pm start in the LMYC Marquee
Guest Speaker- Malcolm Goodfellow - Newcastle Harbour Pilot



October 15th-21st

Ivan Irwin Lake Cruise - a wonderful chance to spend a week on the water with good friends!

November 14th

General Meeting - 7pm start in the LMYC Marquee
Guest Speaker - Mark and Carolanne Clement - 'Cruising Sydney and Middle Harbour'



November 19th-21st

Short cruise to Broughton Island / Alternate Lake Cruise



December 12th

CD Christmas Party

