

LAKE MACQUARIE YACHT
CLUB



CRUISELETTER

November 2022 No. 392



NEXT GENERAL MEETING MONDAY 14TH NOVEMBER

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Skipper's Report

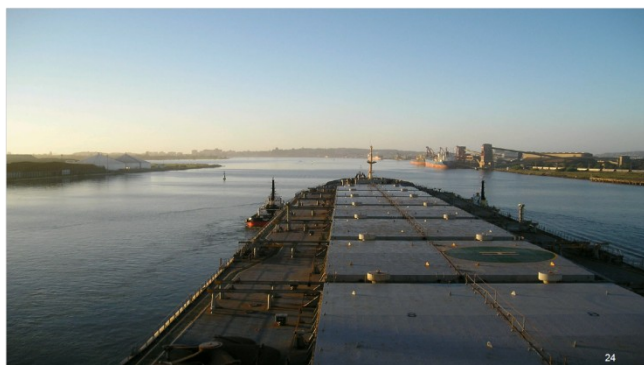
Skipper: Gordon Butler



Our October guest speaker was Malcolm Goodfellow. Malcolm is a retired pilot from the Port of Newcastle who talked about interactions between large ships and small boats.

Malcolm's information about the stopping or turning distances and visibility constraints for coal ships entering Newcastle harbour was very sobering. Stopping times at low speed are around 10 minutes, taking 0.6 nautical miles with first visibility up to 600m from the ship's bow.

Ships need significant speed when entering the harbour, and are depth constrained, so have right of way. This is definitely not the place to debate the rights and wrongs of right of way of sail over a depth constrained ship!



View from Bridge of coal ship leaving Newcastle Harbour

Our October activity was the week-long Ivan Irwin cruise. Weather for the week was patchy with the full range from clear sunny days to a raining most of the day. There were a significant number of boats that dropped in and out of the week, but around 15 boats attended at some point during the week. Marion coordinated the week, with lots of social time, sailing and relaxing on our boats. It was a great week, thanks Marion!

Guest Speakers

Our guest speakers at the upcoming November General Meeting are CD members Mark and Carolanne Clement. After 'migrating' from dinghy sailing and racing yachts they are now the happy owners of *Beyond Cool*.

As well as chartering yachts in Croatia and the Thai Gulf Mark and Carolanne have spent years cruising Pittwater, Sydney Harbour, the coasts of NSW and Queensland as well as doing a passage from Hobart to Newcastle. For their presentation on the 14th however they will speak of their times spent exploring Sydney and Middle Harbour. Come along, hear their stories and gain some insights into this beautiful waterway!



Pittwater Cruise 5th - 17th March 2023

The Pittwater Cruise will hopefully be achievable in 2023 — Swansea Channel willing!!

Tides on the 5th are suitable for a morning bridge and day time sail to Pittwater. Travelling home on the 17th or 18th would require a night sail to reach a morning bridge, or spend a few more days around Pittwater and Cowan Creek and travel home in daylight hours.

The last PWC was in 2020, which is way too long ago. The PWC's are a great event, and 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!***

October Outing

Cruise Co-ordinators: Marion & John Cotterill



Ivan Irwin Lake Cruise 15th-21st October

The much anticipated Ivan Irwin Cruise commenced on Saturday with a brilliant sailing day blessed with sunshine and warm temperatures. Ten boats anchored off the northern side of Wangi point in the afternoon before gathering onshore at the Wangi Hotel for an enjoyable meal with a few 'land cruisers' coming along to catch up making it 27 attending in all. The breeze died away during the evening and a calm night allowed for a restful nights sleep on board.



Sunday morning brought us bright sunshine and calm waters. The group enjoyed a walk followed by coffee at The Deck Café before sailing to Brown's Bay for a raft-up meal. Members happily shared homemade curry dishes onboard host boats — as always when good friends gather a good time was had by all. Nine boats stayed overnight.

With brisk south-easterlies forecast the decision was made to sail north to Croudace Bay for drinks and dinner at the Valentine Bowling Club.

Tuesday morning dawned bright and clear but soon grey clouds rolled in bringing overcast skies and a threat of rain. Undeterred the group enjoyed a morning walk along this beautiful foreshore and enjoyed a pleasant hour over coffee in Valentine. Hidden behind the bowling Club lies Shepherds Creek which made for an interesting dinghy run for the crews of *Stoked* and *Windsong*.



A pleasant afternoon sail saw the fleet relocate to Bolton Point to meet up for a BBQ on shore.



Ten boats anchored in the bay and eighteen people came together on Cotterill's deck for a party. Another good night was enjoyed - especially with icecreams for dessert!

Wednesday morning the fleet headed across to Lake Macquarie Museum of Art and Culture for a dose of culture and coffee at Three Bears Café. Then it was off to Styles Point in the afternoon for a Thai dinner and Trivia at Rathmines Bowling Club.

The rain finally caught up with us on Thursday so a quiet day on the boat was planned with another night in Styles as it provided the best protection from the forecast possible thunderstorms.

The Ivan Irwin Cruise finale was celebrated with lunch on the deck at LMYC Belmont - a great way to finish up a wonderful week on the water!

Thanks to all who joined us for all or part of the cruise — *Moondance*, *Windsong*, *Migaloo*, *Stoked*, *Breathe*, *Kombali II*, *Beyond Cool*, *Yorkshire Relish*, *My Girl*, *Saaremaa*, *Equinox*, *Papalana*, *Sheer Pleasure*, *Isla Breeze* and *Lewcar*.

Our thanks to Marion and John for organising and co-ordinating this Cruise!

A Week on the Lake!



'Heaving To'

Dave Santleben

This may, or may not, save a life, but it may save your boat!

Almost all of you have more experience of cruising, than this ex-racing sailor! I refrain from telling you "how to suck eggs"! But I am moved to share something, from my attendance, and successful completion of Marine First Aid: Flying Fish Sailing Training, Middle Harbour Yacht Club, 30/09/2022.

The first item in DRSABC is what is addressed here:

- D... Danger
- R... Response
- S... Send for Help
- A... Airway
- B... Breathing
- C.. CPR
- D... Defibrillation

So "Danger": when at sea, or on the lake, if an emergency arises, the immediate priority is to secure the boat!

I am talking here about the "heaving to" manoeuvre:

Google puts it most succinctly:

"To heave to, trim the jib to windward, force the bow off the wind and then tie the helm down to maintain a slightly up wind aspect.

(An easy way to achieve this is to sail up into the win and go about without changing the headsail. This will then leave the headsail trimmed on the opposite side to the main.)



The boat will seek an angle of approximately 60 degrees, off the wind, and will then proceed forward at one or two knots.

This is useful, when you cannot, or do not wish to, deploy an anchor."

In an emergency, such as with an unconscious casualty, there is only a "window", less than eight minutes, to commence First Aid!!! "Heaving to" can be achieved, usually, in under a minute.

In the humble opinion, of this writer:

"Heaving to" is something all aboard should be familiar with ... as a basic safety procedure (along with Man Overboard Tactics), and is best practiced in "ideal" conditions at the start of a voyage.

Let's face it: it may well be the Skipper, who is beset with the emergency!!

Please understand, I am NOT an expert... there are plenty of YouTube videos on "heaving to"... perhaps members should watch them, instead of taking my word for it!

The principle, however, remains the same: all on board MUST know how to heave to the boat... so that First Aid may proceed in safety.

Cheers!

Dave Santleben

Dave - thankyou for sharing this it's always great to receive contributions from fellow CD members! Ed.

Safety Report

CD Safety Officer: Chris Cahill



Safe Footwear for Sailing

As a retired Emergency Physician I hate to see unnecessary injuries and the fallout from them. Whilst no one these days questions the need for safety boots in an industrial or workplace setting people frequently take silly risks in their leisure activities. Here are my thoughts on safe footwear for sailing and a glimpse into what the consequences of poor choices might be (broken toes, broken ribs, back injuries, head injuries and worse).



Bad Choices

- Open toed
- Loose fitting
- Worn out soles / shiny soles
- Bare feet

This slide illustrates 'Bad Choices' in footwear. It lists four categories: open-toed shoes, loose-fitting shoes, shoes with worn or shiny soles, and bare feet. Below the text are three images: a pair of blue flip-flops with a Union Jack pattern, a pair of black sandals, and a close-up of a heavily worn, shiny shoe sole.

Frequently seen choices

Safe foot protection

- Non slip (non marking) sole
- Fully enclosed
- Supportive

This slide illustrates 'Safe foot protection' with three criteria: non-slip (non-marking) sole, fully enclosed, and supportive. Below the text are three images: a dark boat shoe with a white sole, a brown rubber boot, and a red clog shoe.

Many, varied choices which fit these criteria

Why ?

This slide is titled 'Why?' and shows six images illustrating the consequences of poor footwear choices. The images include: a close-up of a foot with a large bruise, a hand with a swollen toe, a hand with a bandaged injury, a cartoon of a person slipping on a puddle, a hand with a bandaged injury, and a cartoon of a person falling down stairs.

OUCH! Why? (Self explanatory really!)

2023 LMYC CD Calendar selling fast!!!

The excellent 2023 CD calendar is on its way. Please reserve your calendar now by emailing:

Nikki.Cahill26@gmail.com

Cost \$15 - payment to the CD bank account:

BSB 112-879

Acc No 482585899

Please use — Calendar and *your name*- as a reference for the transaction.

Calendars will be available at the Christmas Function.



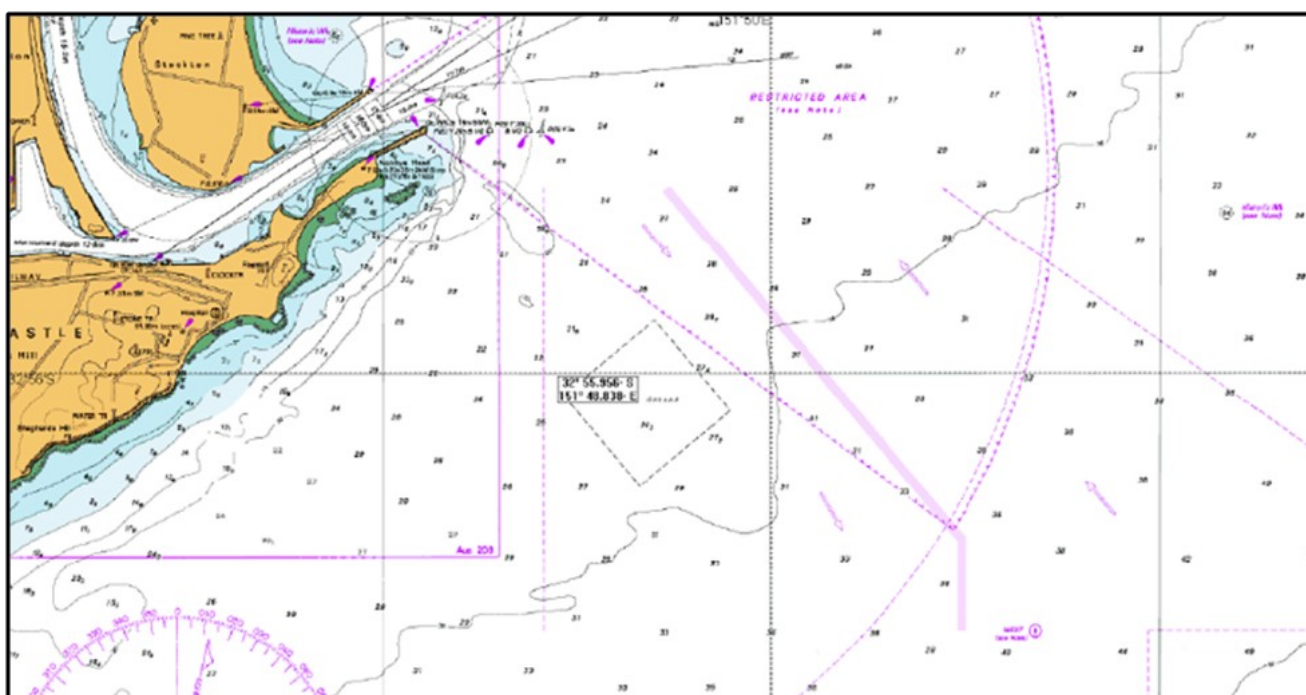
Visiting a Port or Harbour?

At our October meeting, guest speaker, Malcolm Goodfellow, addressed important rules that skippers should know when entering a working harbour, giving special focus to avoiding collision between big ships and smaller vessels.

Whilst much of what he spoke about was probably well known to many at the meeting there were a couple of surprising facts that are well worth remembering.

One significant fact being the time it takes for a large ship to come to a stop. In order to maintain steerage when entering a harbour such as Newcastle, a large vessel must come in at speed – generally 8-10 knots. If a small vessel is obstructing their passage ships have two options - to turn around and abort their entry – this means that even with the rudder hard to starboard the ship will need to take an arc of some 0.5 miles before heading out to sea for a distance of five miles and starting their approach all over again. The second option for the ship is to attempt to come to a stop – a manoeuvre that takes approximately 18 minutes – a distance of 2.2 nautical miles! Not great if you're sitting in your yacht when only 100m or so in front of an approaching coal carrier!

Another surprising fact was that as Pilot of one of these huge vessels Malcolm shared that he had been abused by skippers of sailing vessels (specifically racing yachts) because he failed to give way! In a working harbour the rule of power giving way to sail obviously no longer applies. In fact this is relevant not only when in the harbour itself but for vessels crossing any fairway and the fairway when approaching Newcastle Harbour extends in a wide arc roughly five miles out to sea. Whilst you'd think this is a 'no brainer' there are obviously some skippers who think it's their right to demand a 300m ship travelling at speed divert course and 'duck around' them.



Malcolm advised that:

Newcastle, Sydney and Port Kembla operate a VTS system (Vessel Traffic Service)

- Newcastle (call 'Newcastle VTS') call on VHF 9 (Monitor VHF 9 and 16)
- Sydney (Call 'Sydney VTS') call on VHF 13 (Monitor VHF 13 and 16)
- Port Kembla (Call 'Port Kembla VTS') call on VHF 11 (Monitor VHF 11 and 16)

All ships and VTS stations should be monitoring VHF 16 (Distress and calling channel)

When Entering any Port or Harbour.....

- Always keep a lookout for seagoing ships
- Determine if a ship is moving towards or away from you
- Familiarise yourself with the shipping or fairways
- Always keep a safe distance away from large vessel
- Some ships will have a blind spot ahead of some 600m. Stay far enough away to always remain in sight
- Act early and change course decisively so it is obvious you are moving out of the way
- Stay clear of shipping channels when large ships are entering or departing a working harbour
- Be aware of the wake of seagoing vessels especially when they are in relatively shallow water and moving at high speeds
- Always have navigation lights on at night so other vehicles can easily see you
- Before you head out make sure you check the daily shipping movements and safety broadcasts

Links below to relevant sites to access information regarding Ports and Harbours

Maritime Information NSW Government

<https://www.nsw.gov.au/driving-boating-and-transport/boating-and-marine>

Using waterways, Safety and Rules, etc
Port Authority NSW

<https://www.portauthoritynsw.com.au/>

Local Marine Notices and Harbour Master Directions

<https://www.hydro.gov.au/>

Australian Hydrographic Office

Malcolm especially recommended this from the AHO for the wealth of information available to sailors

As always Malcolm's presentation and willingness to share his vast experience as Pilot of Newcastle Harbour is greatly appreciated.

**LOOK OUT
SHIPS ABOUT**
DON'T RISK YOUR LIFE

Buying a Boat?

Purchase of Irish Mist iii Geoff Edman



(With several new boats entering the CD fleet of late we invited the proud new owners to share their experience)

Previous boat:

Cardinal Syn, a Farr 37. We have had it for 18 years. It had been a perfect fit for us. Used mainly for day pleasure sailing and racing with the occasional weekend or week long cruise. We stopped racing a couple of years ago and we were intending to keep it for pleasure cruising. We had already started the process of upgrading a few things and freshening up inside. Upgrades included queen berth under the cockpit, refurbishment of the head included an electric toilet and installation of a holding tank. All cushions have been re-upholstered.

New boat:

Irish Mist iii, a Catalina 380. We saw it listed on Yacht Hub in Tin Can Bay and as we had nothing planned for the next few days decided to drive up for a look. It had everything we could ever need and so much more than I would have added to Cardinal Syn.

Reason for upgrading:

We were not really looking for a new boat, so our reason for upgrading was that we saw a boat that suited our expected needs and there was a limit to what we could change on Cardinal Syn.

Key things that we wanted:

Needed to be around 35 to 40 foot.

Open transom for ease of getting on and off from the dingy and kayaks. Cardinal Syn is an IOR design with sloping transom, designed for racing not access.

Ready to go, not a project! We wanted to use it not work on it.

Black water holding tank.

Bonus features that came with the boat:

RIB tender and outboard, separate shower, storm dodger and bimini plus infill with sides. Solar with inverter sufficient for boat needs without having to connect to shore power, unless you want to run a coffee machine!

How long were we searching:

Well we didn't search. About 36 hours from seeing the listing on Yacht Hub to putting a deposit down. Another 3 weeks to take ownership as Covid and floods prevented us from returning any earlier. However it was seven months before we had a chance to bring her down to Newcastle and another eight weeks to get her into the lake. This was mainly as our already planned schedule didn't give enough time to bring her down and we knew we wouldn't get her into the lake.

How is the new boat:

We love the new boat. We have had a couple of week-long stays on her up at Tin Can Bay and the Great Sandy Straights. There are a few things to do but they are really just minor maintenance things plus the mast will get re-rigged soon as we don't know when it was last done.



Lessons learnt/ advice on purchasing a new boat:

Be prepared to inspect and to put a deposit on it quickly. We would have missed it if we waited a week. These particular boats sell quickly and there are few of them around.

Use the internet to research for any problems to the design. Sailing and particular design forums are a great help. It doesn't take long. Also check if there are any Facebook groups for that particular design. Catalina 380 design has both Facebook and owner forums online.

Get a professional out of water survey done. Also be there to open things up, lift floor boards etc. Surveyors will not open anything but will look if opened. Note, we did not do this as the owner had a professional survey done and was supplied. I accepted the survey when I inspected the boat and saw how pedantic the previous owner was and I inspected quite a bit of the boat myself. Also time and distance, not to mention Covid and floods, did hamper me a bit with regards to this.

Get a professional rig inspection. A boat survey rarely includes a detailed rig inspection. This one is mainly important if there are not records on the rig or if you cannot do it yourself.

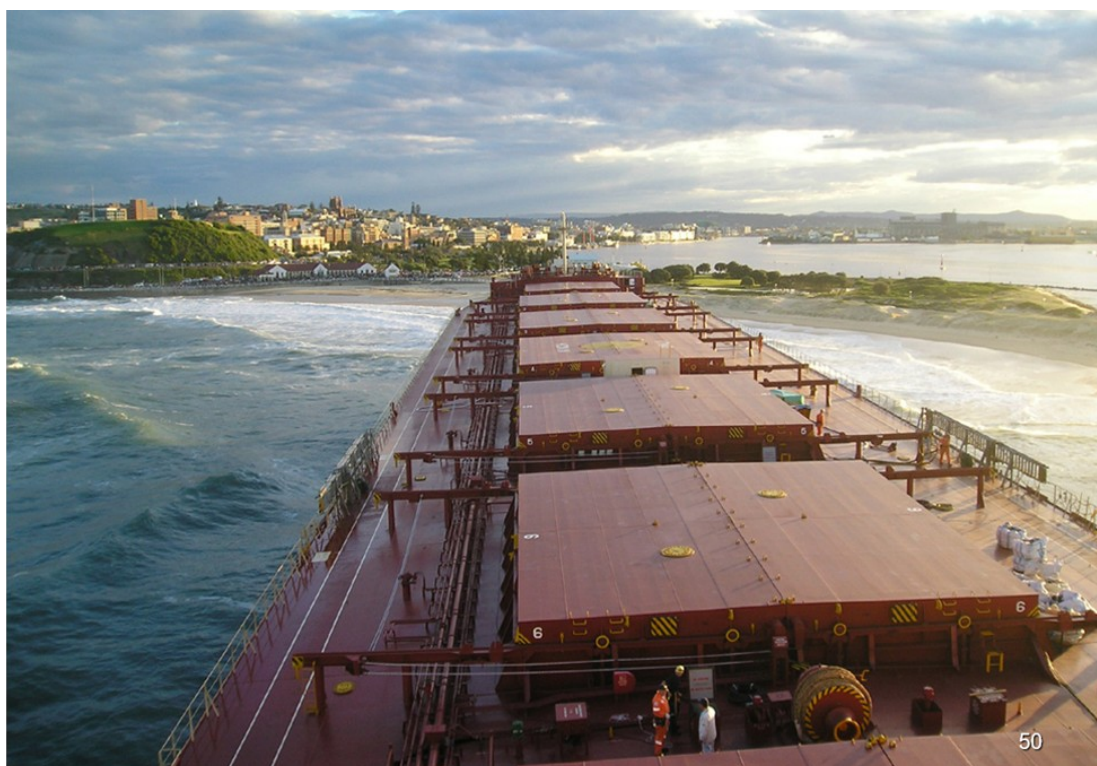
The delivery trip from Tin Can Bay and getting Irish Mist iii into the lake, well that is another story for another time.

Cheers!

Geoff Edman



Photo Corner



The Pasha Bulker on the Beach - An interesting photo of a well known event - seen from a different perspective! Thanks to Malcolm Goodfellow for this shot!

Cruisy Cooking

Belinda Kenyon-Slade *Arkaydes*



Tasty offerings from some of our long term cruisers.....

"I must admit that my "tried and tested" nowadays is often bbq as we have a Baby Q on the boat and it's great to cook all the veg there too!

I also tend towards stir fry with whatever I have, and I have developed a list of readymade essentials I always have onboard, like crushed garlic and ginger, soy sauce and I love the flavoured olive oils and Asian marinades like honey soy garlic or chilli garlic.

I also keep miso paste in freezer, great for marinades or dressings or stir fry!

On that note perhaps a "gathering" of all our favourite easy cheats might be a good article! "

Nibbles: If you want something a little different it is quite easy to make spiced nuts in a frying pan, rather than baking. Adjust quantities as required, keeps 2 days in airtight container.

SPICED NUTS

1.5T honey

2 T olive oil

1t crushed garlic/ or a bit of garlic or onion powder

.25t chilli flakes

1T smoked paprika

1t salt flakes

Mix all together in pan unless combined, add

4 cups mixed plain raw/toasted nuts

And stir fry until all nuts evenly coated. Cool and pack in sealed container. I usually just make 1 cup nuts at time, so we eat them up before they get old!

Thanks Belinda — more delicious recipes and handy hints to come!

Potions for Oceans



In the hope that the fabulous CD Pittwater Cruise may be back on the drawing board next year I approached a few of our coastal cruisers to draw on their wisdom regarding medication or some natural food remedies they have found is their 'go to' when sailing offshore. Ed.

The first offering comes courtesy of Trudi Butler.....

For us – following on from the lack of NZ's Paihia Bomb we now use Phenergan followed by NODOZ. Phenergan calms your system but NODOZ is caffeine and keeps you awake.

We also have Travacalm which we take as often as necessary.

Gordon eats ginger but I don't really like it.

We also make sure not to have an empty stomach. We eat salada biscuits, chicken noodle soup, hard boiled eggs, stewed granny smith apples (a favourite), wraps (not sandwiches), fresh or dried fruit, and chocolate or snakes for a quick pick-me-up.

Despite the problem of having to go to the toilet, we also drink a lot of water.

I try not to prepare food during a passage but have it all pre-prepared and just ready to grab. I will also always have a thermos ready.

Regards, Trudi



Thanks Trudi - Watch for more suggestions next month!

For Your Calendar



November 14th

General Meeting - 7pm start in the LMYC Marquee
Guest Speakers– Mark & Carolanne Clement *'Beyond Cool'*
"Cruising Sydney & Middle Harbour"

November 18th—20th

On water Activity — watch LMYC CD Facebook page for details!!

December 12th

CD Christmas Party - function to be held at the club, with meals from the restaurant.



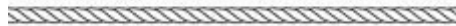
December 30th

New Years Eve - On water gathering to enjoy the Wangi Wangi fireworks.



January 26th

Australia Day



Thankyou!

My great thanks to all who have contributed to our Cruiseletter this month —

Marion Cotterill

Geoff Edman

Dave Santleben

Gordon & Trudi Butler

Chris Cahill

Belinda Kenyon-Slade

Malcolm Goodfellow

Mark & Carolanne Clement

And to all our fantastic photographers!

Our Cruiseletter is enriched by your contributions — all items of interest or handy hints are always happily received! Ed.