

LAKE MACQUARIE YACHT
CLUB



CRUISELETTER

December 2022 No. 393



CHRISTMAS FUNCTION MONDAY 12TH DECEMBER

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Skipper's Report

Skipper: Gordon Butler



Our Guest Speakers at our November General Meeting were CD members Mark and Carolanne Clement. In their presentation on Cruising Sydney and Middle Harbours Carolanne and Mark shared not only their gained experience on how to safely navigate these two waterways but also anchorages for various conditions, places to provision and interesting outings within walking distance of these many anchorages. They distributed a prepared cruising guide for Sydney that will be on Breathe when we can get out of the Lake and head that way for a visit! *(Copy of Cruising Guide can be found on pp 5-7)*

Our November activity was a weekend Lake Cruise. Weather for the Friday and Saturday was wonderful, with the CD fleet enjoying a Saturday sail from Styles to Duck Hole. Around 10 boats participated in the cruise, which was a great turnout.

Other News

We have received disappointing news in the last week about the dredging of Swansea Channel. RMS / MIDO had previously promised to have dredging completed in time for the Christmas holidays, they have now pushed that commitment back to February 2023. Over the last 12 months we have seen committed dredging dates from “in the new year” pushed back to “before Christmas”, and now to February. I will make no comments as to my opinions about the latest change.

The Airforce Channel is currently showing reasonable depths, around 2m minimum depending on tide and depth in the lake. RMS / MIDO have advised that they will mark this channel for navigation “within two weeks”. Better than nothing, but depths are not what is needed.



Upcoming Events

CD Christmas Party - 12th December

Come along and get together with all your CD sailing buddies! Function to be held at the club, with meals from the restaurant.



New Year's Eve - 31st December

The fireworks at Wangi are on again this year so the plan is to spend NYE on our boats and watch the 9:00pm fireworks display. This would be followed by a New Year's Day breakfast gathering on shore. Stay tuned for further details on Facebook as we get closer to the date.

Coordinators – Jen and Richard Masson



Australia Day - 26th January

We will be holding an Australia Day picnic lunch. Details to be advised closer to the date. No doubt there will be boats staying out on the lake following Australia Day. We will arrange further activities if there is interest at the time.



November Outing

A Cruise to the Duckhole 18th-20th November

Gordon and Trudi Butler

Our November Lake cruise started on the Friday night, with sundowners ashore at Styles. Weather was calm, clear and warm so Sundowners was extended right through to around 8:00pm.

On Saturday morning we took a walk to Rathmines for a coffee while we waited for the forecast NE / Easterly to kick in. The wind arrived about mid-day so we all headed off for a sail to Duck Hole.

Wind was around 10 knots when we left Styles, so full sail was raised on most boats (Beyond Cool had raced on Friday evening, so seemed to take a more leisurely approach with only the headsail out). The sail to Duck Hole was wonderful - the wind lifting to around 18 knots, providing fantastic reaching or running conditions and CD boats in company - apparently no one was racing but there did seem to be a lot of trim changes!



Facebook filled with pictures of boats, sails and happy crews! The day ended with Sundowners on the boats and Duck Hole was peaceful for the night.

A forecast Westerly change on Sunday had boats leaving for home early. The wind built during the morning with those in exposed anchorages reporting wet dinghy rides home.



Thanks to Gordon and Trudi for this report and for organising the November Lake Cruise - a special thumbs up for the breeze!

CRUISING SYDNEY HARBOUR AND MIDDLE HARBOUR

LMYC CRUISING DIVISION - NOVEMBER 2022

Mark & Carolanne Clement



References:

- Cruising the New South Wales Coast - Alan Lucas Pg 102 -137 (6th Ed)
- <https://www.nsw.gov.au/sites/default/files/2021-07/9d-port-jackson.pdf>
- <https://www.nsw.gov.au/sites/default/files/2021-07/9d-middle-harbour.pdf>
- <https://www.nsw.gov.au/sites/default/files/2021-07/9g-port-jackson-west-lane-cove-parramatta.pdf>
- "The Harbour" by Scott Bevan - First published 2017
- Zulu Waterways App • Google Maps

A) SPRING COVE

- 3 Pink moorings - NE/SE protection (NE quadrant)
 - Apparently very busy on summer weekends (clear water)
 - Prone to Manly ferry wash but distant views up the harbour to Pt Piper
-

B) MANLY COVE

- 4 Pink moorings - NW/SE protection (NE quadrant)
 - Can get busy/ mooring availability scarce
 - Have stayed day and overnight and ferry wash wash minimal
 - Dinghy to the beach - Coles 200M
-

C) BALMORAL BEACH/ EDWARDS BEACH

- 3 Pink moorings - W/SE protection (SW quadrant) - Anchoring off Edwards Beach in 5/7M good holding
 - Busy on most days
 - Access to restaurants and takeaway from the beach/ netted swimming area
 - Only recommended if offshore swell is below 0.5M as any swell entering Port Jackson wraps around Middle Head catching vessels beam on
-

D) CHINAMANS BEACH/ SHELL COVE

- 5 Pink moorings - NW/ S protection (W quadrant) or any wind if light
 - Excellent spot just south of MHYC for moorings or anchoring in 5M
 - Dinghy access to MHYC (check opening hours)
 - Nice small sandy beach adjacent to moorings or dinghy just south to Chainamans Beach or dinghy across to east to Clontarf Beach
 - Can get busy on weekends in hot westerlies.
 - 7 Eleven at petrol station 162A Spit Road, Mosman (700M/ 12 min from Chinamans Beach) or get bus to Spit Junction (10 min) from Spit Rd
-

E) SPIT BRIDGE/ d'ALBORA MARINA

- Check RTA for opening times - note weekdays first opening is 10am
 - d'Albora just on left after going through the bridge for fuel, water and rubbish drop off (can at times be reasonable tidal current)
-

F) BANTRY BAY (Garigal National Park)

- 7 or 8 Pink moorings - W/N/E protection - exposed to southerlies
 - Weekdays can be lovely secluded spot 7km from CBD
 - One of few good spots to pick up/ drop off guest by dinghy from Davidson Park car park and boat ramp/ jetty - open 24 hrs/ \$8 per vehicle per day
-

G) SUGARLOAF BAY (Crag Cove and Castle Cove)

- 4 Pink moorings - NW/SE protection (SW quadrant)
 - More moored boats as well as boats anchoring in 5 to 7M but still a pleasant spot (quieter on Castle Cove but shallower) and best spot in Sydney Harbour to hide from a strong southerly.
 - We provision by longish dinghy ride to Castlecrag Marina dinghy dock in Sailors Bay at Mowbray Pt. 1.2 km/ 20 min walk up to Quadrangle Shopping Village or Dinghy to Pickering Park public jetty and walk 1.7km to Seaforth
 - Dinghy access to North Arm walking track from small landing end Willis St
-

H) ATHOL BAY (just below Taronga Zoo out from Ashton Park Beach)

- 5 Pink moorings - N/ NE/E protection (NE quadrant) plus anchoring possible Busy on weekends and early evenings but quietens down by 10pm
 - Some ferry wash at times but never a problem to us to have the views across the harbour to the city lights and Opera House/ Bridge views
-

I) CABARITA - Up the Parramatta River past Gladesville Bridge

- 2 Pink moorings - NW/W protection (W quadrant)
 - If little wind (under 10kts) or from west a good spot to stay after exploring the islands west of the Harbour Bridge and Lane Cove River
 - On the way you pass the islands - Goat, Cockatoo, Spectacle and Snapper as well as Henry Searle monument on the Three Brothers rocks, Henley Pt
 - Early morning neighbours as the rowers carve the glassy Hen & Chicken Bay
-

J) BLACKWATTLE / ROSELLE BAY

- Anchoring allowed in specified areas - protected bays
 - Access to bayside walking tracks and Fish Markets available
 - For us not a spot for quiet anchorage - but close to Maritime HO and marine services (including superyacht marina)
-

K) FARM COVE (between Opera House and Lady Macquarie's chair)

- No moorings available but excellent mud holding/ good strong wind SW/ SE protection (S quadrant)
 - Unique stay for lunch or overnight anchoring in 5M/8M halfway into the cove
 - There is passing ferry wash and some rebound but amazing views of the Harbour Bridge, Opera House, Botanic Gardens and the CBD
 - Best options to minimise effect of ferry wake (that significantly diminishes after 11pm) is either strong south quadrant winds or light Northerly breeze
 - It is possible to collect guests from Man O'War steps on west side of cove and access Botanical Gardens but cannot leave dinghy
-

L) CYCA (Rushcutters Bay)

- Excellent spot for walking, restaurants, washing and provisioning
 - We call first then book online - \$3.10/ ft /night until June 2023
 - As well as CYCA (excellent facilities) do visit the interesting RANSA to browse memorabilia/ reading/ cafe/ coffee
 - Coles and Aldi nearby at corner of New North Hill Rd/ Ocean Ave up the hill at Edgecliff - 800M/ 15 minute walk
-

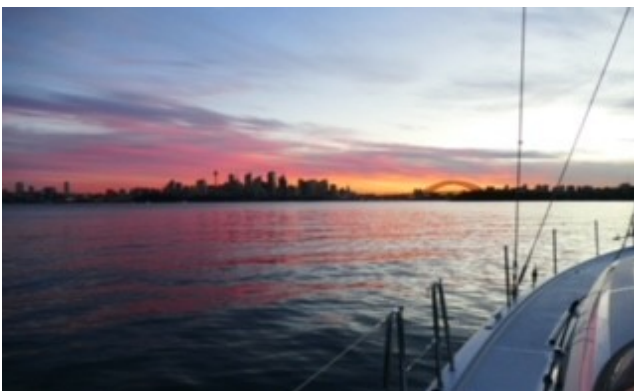
M) ROSE BAY

- 4 Pink moorings or anchor - broad bay with SW/NE protection (SE quadrant)
 - Quiet anchorage well away from most ferry wash with infrequent seaplane traffic
 - Good views across to Shark Is and northern side of harbour as well as Vaucluse hillside
 - Dinghy to Rose Bay Pontoon Wharf (west of the ferry terminal/ Catalina Rest) - Woolworths at 757 New South Head Rd, Rose Bay - 750M/ 10 minute walk
-

N) MILK BEACH - VAUCLUSE

- 2 Pink moorings and anchoring 5M possible - NE/SE protection (E quadrant)
One of our favourite spots and surprisingly quiet on weekdays
 - Excellent day and night views west over Shark Is to CBD and Harbour Bridge in the distance as well as Point Piper to the SW
 - Lovely small sandy beach with clean water and easy beaching of dinghy
 - Excellent walk from the beach on the Hermitage Foreshore Walk heading north around to Shark Beach (netted swimming beach) 800M/25 min one way
 - Be sure to visit Greycliff House in the Shark Beach park and The Nielsen opposite the beach (restaurant/ coffee house) and historical facilities pavilion
-

*Mark & Carolanne Clement
SV Beyond Cool
0400 716756 / 0414 581639
November 2022*



Safety Report

CD Safety Officer: Chris Cahill



Sailing/safety knives

Now THAT'S a Knife!



One of the requirements in the Sailing Australia equipment lists for all Categories from 1 to 7 is that there should be a knife in or near the cockpit of all yachts. This has been incorporated in our CD audit form and perhaps requires some clarification / discussion.

The regulation states:

4.15.3 A sharp knife capable of cutting high modulus fibre rope, sheathed and restrained located in or near each cockpit shall be provided.

What is meant by High Modulus fibre rope? - These are modern synthetic fibre ropes such as Spectra, Dyneema and various generic brands made from HMPE (High Modulus Polyethylene) or UHMWPE (Ultra High Molecular Weight Polyethylene). These fibres are very strong and resistant to wear and abrasion. They are therefore moderately difficult to cut. Cutting this kind of rope, webbing or synthetic material requires a sharp knife and may be easier with a serrated blade.

The choice of knives is enormous, from purpose made "sailing" knives to repurposed domestic/kitchen knives. You need to consider your own safety requirements and circumstance but here are some of the sailing knives on our boat -

Cockpit knife - normally cable tied to the steering pedestal. Relatively inexpensive stainless deck/dive knife, but sharp with a serrated and plain edge.

Grab bag diving knife (L) and Cockpit knife (R)



Gerber and Leatherman Multi-tools, RN issue sailing knife and faithful Swiss Army Penknife.

I almost always have a multitool on my belt and the penknife in my pocket. The Leatherman has a plain and a very sharp serrated blade.



Traditional sailmakers or riggers tools for rope work

Whatever your choices please maintain them and keep them sharp. A blunt knife is much more dangerous and of much less use than a sharp one.



Buying a Boat?

Steve & Natalie Meisenhelter



What to look for - Set your Goals! *“Renaissance”*

We purchased our Catalina 36MK2 for lake and coastal cruising, and while it was perfect for that use, we felt that the time was right to upgrade to a bigger boat while we are still working. Our plans are to sail further afield in the future and the following attributes were what we were looking at in our new boat:

- A yacht that is manageable by a couple, around the 40-45 feet
- A yacht that was safe and easy to sail where all lines lead back to the cockpit
- A manageable sail plan for a couple, ideally with an in-boom furling mainsail. The Catalina had an in-mast furling mainsail and it allowed us to go sailing with minimum fuss and effort, quick mid-week after work sailing was achievable. It also allowed for quick furling when the wind blew up. I was always a bit concerned that if the sail jammed it would be problematic but it only jammed a few times, generally operator error. The benefits of an in-boom system is that if it malfunctions, it's a simple matter of dropping the mainsail. All weight is also kept near deck level rather than contained in the mast, a consideration while at sea in bad conditions. I always wanted a cutter rig. Yes it's a pain when tacking often, but the diversity it offers is appealing to me. I didn't want a slow boat, but not a fast light one either, perhaps a solid performer in most conditions – a cruising boat.
- A good anchor system. I was conscious of bow weight with a substantial anchor and 90m of chain in the Catalina. I wanted a bigger boat that didn't compromise buoyancy with a decent anchor system.
- An encapsulated keel. This is a contentious issue and there are no right or wrong answers. For me, having a yacht strong enough to withstand a 6 knot grounding was important. Also I like a skeg rudder for its strength although I like reversing a spade rudder yacht. I like a yacht that can be reversed into a berth without too much fuss, this is vitally important as Natalie is on the helm when entering and leaving the berth, happy wife, happy life.
- Good protection from the elements. I have been rowing for over 20 years and I was a Surveyor who spent most of the last 30 odd years in the field, so sun protection is vitally important to me.
- Good size double bed. We looked at centre cockpits, we loved the big rear cabins, but for us the compromise was a decent V-berth while at harbour, good sea berths while at sea.
- A decent size cockpit, safe and big enough so we can lie down and sleep. Natalie really wanted a swim platform and walk-through transom, so that was the deciding factor.
- Davits for the dinghy. They needed to be well constructed
- Princess seats, another non-negotiable from Natalie
- Cover from the summer afternoon sun when the cockpit is facing west

- Reasonable size tankage. The Catalina had less than 100 litres fuel, easily supplemented by jerries or a second tank but I felt a purpose built tank constructed above the keel, keeping the weight low, would be better. Drinking water in the Catalina was OK at 300 litres and a water maker could also be added, but I like simplicity, and space to fit a water maker was limited
- Space in general was limited. I couldn't add any more batteries and the current battery would struggle on extended trips. Adding more fuel and water tanks was problematic and the solution was to convert the rear bed into storage.
- I wanted a yacht with a reasonable draught so I can traverse the channel without losing any more hair
- I wanted an electric toilet, well that was really a Natalie thing
- I think its important to be able to store two reasonable size bottles of gas, the Catalina only had the provision for one smaller bottle
- Deck room to store a couple of Kayaks and a dinghy, that's why I like davits
- A pulley system and arm for the outboard. A 6hp is heavy.
- A boat with good ventilation, ideally with fans
- Good electronics, AIS and comprehensive safety equipment including an emergency rudder
- Rigging - new or near new so I am not overly concerned when I forget to reef when caught out in the north westerly
- No osmosis
- Not too expensive, rules out catamarans
- Age no later than approximately year 2000
- A good engine with not too many hours, good access, well maintained with receipts, and shaft driven, ideally with a folding prop
- Fibreglass hull and deck for maintenance, strong hull and deck joints, anodised mast and boom, a honeycomb type interior construction where all bulkheads are glassed to the hull, stainless fuel and water tanks if possible, strong chainplates, securely fastened to bulkheads
- The yacht needed to be reasonably priced and ideally located on the east coast of NSW, but not essential. It had to be well looked after and perhaps not an ex-charter
- I was looking at Europe. It seems that the cheapest boats are in Europe, then the Caribbean, then Asia, and finally Australia where they cost the earth. I just am not ready to travel to Europe or the Americas and sail back, but I would save a lot of money if I did. Maybe I am just not smart enough....
- Finally, when my sailing days are over, I wanted a boat someone would buy, hopefully for double what I paid for it ! 😊

- I searched for 12 months for the above and flew from Adelaide to Cairns, and I finally found a boat in Lake Macquarie would you believe. It's a Bluewater 42 and its currently being purchased. I am re-rigging it and getting some minor issues repaired that were identified in the Survey. I am getting the sails tidied up, they need new UV protection otherwise they are in good condition. The dinghy is OK, it may be on its last legs as is the outboard. It has a fibreglass dodger, I like it. The anchor was too small for my liking and was rusty, so I bought another. The engine is 50hp Yanmar and appears to be well maintained. The battery bank is huge.

Lessons learnt

- We sold the Catalina ourselves. While it was a hassle it sold rather quickly and we saved the agents fee of 6-8%. The trick is identifying the tyre kickers, being available and having good photos in the advertisement
- The Catalina would have been easier to sell if it was re-rigged beforehand
- Get a good surveyor to do the inspection
- Be patient, tradesman in the marine industry are very hard to tie down. We had to re-rig the boat ourselves due to a 3 month waiting time for the rigger



Our Catalina - *Fantastic Trio*



Our new vessel Bluewater 42 - *Renaissance*

Our greatest thanks to Steve for this comprehensive guide to purchasing a yacht. A wonderful blueprint of points to consider. Wondering what to look for if you're buying a boat? Job done! Ed.



CD Reunion Lunch

On Wednesday 16th November a special luncheon was held to provide an opportunity for CD members, past and present, to gather. The inspiration for this sprung from a similar event organised by Denise Bristow and Leonie Collins a few years ago which was such a success it was deemed worth repeating. The word went out and the grapevine went into action! At the end of the day 68 people gathered at RMYC Toronto and the afternoon was spent enjoying not only a meal but the chance to reconnect with wonderful friends. It was very special to be able to once again spend time with members who have relocated to Sydney yet made the trip up for the day, as well as those older members who have since sold their boats but have not lost the love of sailing nor the wish to share a good yarn of CD days from the past! Great thanks to all who came and made the day so special!



Cruising the Hinchinbrook Channel

& An Unexpected Visitor

Tony & Cath Austin (Double Fun)



In 2015 Cath and I sailed *Double Fun* up the east coast of Australia hoping to revisit some of our favourite destinations from our days living and sailing in Townsville. These included the Palm Island group, Hinchinbrook Channel, Gould Island and Dunk Island. While the Whitsundays can be sheer bedlam during winter, the number of visiting yachts drops off dramatically once you move further north. By the time you get north of Townsville it has almost become a novelty to see another yacht and it is possible to go for days in relative solitude.

One of our all-time favourite places to visit is Hinchinbrook Island and the channel that separates it from the mainland. The channel runs for 20NM starting at Lucinda in the south and ending near Cardwell to the north. The scenery is spectacular with high mountain peaks running along the spine of the island and an apparently endless matrix of mangrove creeks that run right to the base of these peaks. It is no surprise that the Hinchinbrook Channel has always been the prime cyclone hole for Far North Queensland with every large commercial vessel having already identified their preferred anchorage.

For the visiting yachty Hinchinbrook offers plenty to keep you amused. Protected since 1932, Hinchinbrook is one of the largest island national parks in Australia (39,900 ha) and lies within the Great Barrier Reef World Heritage Area. It has a world famous bushwalk that runs down the spine and Zoe Bay on the eastern (ocean) side is said to be one of the most beautiful places in the region. Within the channel wildlife is present in abundance with saltwater crocodiles offering a bit of an adrenalin rush to those keen on fishing in their rubber duckies whilst the less adventurous can see dugongs grazing across the extensive seagrass beds or green turtles popping up to check out who is visiting their waters.



Cath and I decided to anchor in a quiet creek for a few days while I did some maintenance on the boat. Many of the creeks are quite deep and very narrow. This results in them being very protected from the strongest of winds from almost any direction. As there is nowhere to go ashore and I was not keen to smile at a crocodile in the dinghy we just chilled out and enjoyed the amazing vista of clouds wafting around the peaks that lay between us and the ocean. That was until one morning when I decided to tidy up the saloon and re-arrange the cushions!

You can imagine my reaction when I noticed something rather unexpected enjoying a nap at the end of the saloon seat! Fortunately, I am pretty familiar with the various Australian pythons as several family members have had them as pets in the past. Having said this, I did a quick dash below to get on the internet to confirm that my uninvited guest really was a non-venomous Carpet Python.

My reference did, however, suggest that handling wild pythons was not prudent as they do bite and have very sharp teeth. Now – all I had to do was convince him/her (now named ‘Monty’ of course) that it would be in everyone’s interest if they disembarked the vessel as a matter of priority. This became a bit of a challenge as Monty was quite enjoying their sunny corner.



After a few approaches with the boathook, I finally convinced Monty to slide down onto the cockpit floor and meander aft to the scuppers. Once it saw the water it was overboard in a flash and swimming happily into the mangroves never to be seen, at least by us, again.



I can only guess that the snake was able to board DF by ‘climbing’ up the rear steps that start only a few centimetres above water level. The surprising thing is that it chose to then ‘climb’ up onto the saloon seats rather than head down into one of the hulls where it might have stayed undiscovered for a much longer time!

This could have resulted in a much more exciting meeting! Needless to say we did do a rather careful search of the boat to ensure that Monty had not invited other family members to join in the fun.



My thanks to Tony for this entraining article. Having had the pleasure and privilege of exploring the mighty Hinchinbrook Channel with Tony and Cath in 2021 I totally agree with Tony’s comments - it is a stunning place! Ed.

Speaking of Boats

Mike Collins



Mike Collins - one of our resident historians adds to the recent published history of LMYC CD.....

Just a little more on LMYC CD history that was published in the June / July editions of the Cruiseletter.

Looking through the membership list it was interesting to extract a few interesting figures from those first 25 years concerning the 266 vessels that have passed through the CD.

For the first 12 years catamarans made up only 2% of the CD fleet - by the 25th year catamarans made up 7% of the fleet - what would statistics tell us now? (I had a quick look Mike - 2022 = 9% Ed)

Cruising in company with other club members has always been one of the Divisions objectives. For the first 12 years we averaged 9 cruises a year and over 30% were off shore cruises. The following 12 years the average was 12 cruises per year and 20% were off shore.

A couple of notable cruises — 8 boats sailed to the Jacaranda Festival (Grafton) and another 8 boats sailed to Batemans Bay and Eden.

Many times over the past 25 years it was reported that Swansea channel was too shallow to negotiate. Saying this we need to remember that the vessels in the CD during the 80's and 90's were not only smaller but tended to have a much shallower draft than the modern, larger monohulls that are on our books today.

Swansea Channel - Of course the dredging of the channel is nothing new - way back in 1839 the Rev Lancelot Threlkeld requested that the government of the day make the channel into Lake Macquarie navigable!

Everything old is new again!

A few years ago Mike researched and compiled a comprehensive history of the first 25 years of Lake Macquarie Cruising Division. Some members may recall this was printed, in full, a couple of years ago in the Cruiseletter. This document it is readily available to any members wishing a soft or hard copy. Again - our thanks to Mike for his continuing interest in maintaining the history of our division. Ed.

Terrific Tips! 50 Shades of Green

Following long periods of extreme rain this Winter I'm pretty certain *Stoked* wasn't the only vessel on the Lake displaying varying shades of green!

When chatting with Simon Zablotsky (*Papalana*) at dinner one evening he suggested Wet & Forget as a great product to easily remove all mould and mildew. Below is information from their website.

Wet & Forget Outdoor Concentrate

Easily remove the toughest outdoor stains without scrubbing or using bleach. Wet & Forget eliminates moss, mould, mildew, and algae from virtually any outdoor surface. Simply spray Wet & Forget and forget it. No scrubbing or rinsing - Wet & Forget does the work for you.



With a wet Summer promised again this year it may be worth remembering!

Cruisy Cooking

Belinda Kenyan-Slade *Akaydes*



Mielie Bread

Ingredients:

500g SR Flour
3/4 can Creamed Corn - (very dry - add milk till moist)
1 tspn salt

Method:

Mix ingredients together
Use spray cooking oil grease bread tin
Bake 180 degrees for 1 hour

Wombok Asian Salad Dressing

Ingredients:

4 Tblspns White Vinegar
2 Tblspns sugar (any)
2 Tblspns Soy Sauce (light- not dark)
2 tspns Sesamae Oil (toasted)
5 Tblpsns Olive Oil

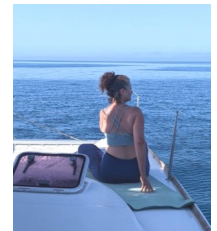
Method:

Place all ingredients in jar and shake vigorously
Asian salad—Wombok / green onions / flaked almonds / crispy noodles



Potions for Oceans

Belinda Kenyan-Slade *Akaydes*



Well, funnily enough this season my seasick legs never quite kicked in! So very good topic for me!

Ginger works for me. I use Blackmores ginger tabs but I often combine them with meds if big seas are predicted.

I am lucky to have got Stugeron and Medizinite from ZA but only take half dose and the ginger. I love uncrystallized ginger so eat that too. If you don't like ginger Sea-Band has a 2500mg ginger capsule, same as 3 Blackmore's with no taste. I have ginger tea and cordial too!

I agree don't be hungry but I have to say that a handful of salt and balsamic rice biscuits or crisps is a miracle worker for me and has worked for guests too. Something about the salty crispy does it, not scientific, just my go to!

Also on passages the BEST food is instant noodles! Good if you feeling queasy too. Even though we prefer blander casseroles etc on passage we both love mi goreng noodles, add tuna to get some protein! Cup of soup good too.

Greg tells me ginger is the only remedy that has research backing its effectiveness, which is interesting. My comment on medication, whether Stugeron, Travalcalm etc is take one the night before your journey begins then again the required time before. These meds act on the balance centre and advance treatment really helps (advice from someone who canoed long distance at sea, and from when I used to scuba in ZA). I find if I am proactive I can phase them out after 1 or 2 doses no matter the state of ocean.

So, way too long, but.....

A) Take meds night before & early in trip, don't be "brave". Try ginger, even at same time as meds!

B) Don't be hungry, have salty snacks near by and nibble if you feel off.

C) 2 minute noodles! Famous for helping on ocean crossings too!

Last but not least not sure if it is seasickness or what but I always have lolly snakes/jelly babies on board! Never eat them at home but crave them at sea!???

Xx Belinda *A huge thankyou once again to our long term cruisers for sharing their wisdom AND a warm welcome home to Greg and Belinda!! Ed.*

2023 Pittwater Cruise ... "JAILBREAK!"



Will the Channel be dredged?

Will the weather be kind?

After 2 years will we make a BREAK for it and finally head South??

YES!

Time to gear up people - the time has come to make a break for it.

The Annual PWC is your chance to 'Get out of Jail' (Lake) & be **FREE!!!**

Dates - 5th-17th March

Watch this space - more info to come!



For Your Calendar

December 12th

CD Christmas Party @ LMYC



December 31st

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



January 26th

Australia Day — sail followed by picnic ashore details to follow on Facebook



Thankyou!

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

Mark & Carolanne Clement

Steve & Natalie Meisenhelter

Gordon & Trudi Butler

Chris Cahill

Tony Austin

Belinda Kenyon-Slade

Simon Zablotzky

Mike Collins

Richard Masson

Marion Cotterill

And all our fantastic photographers!

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