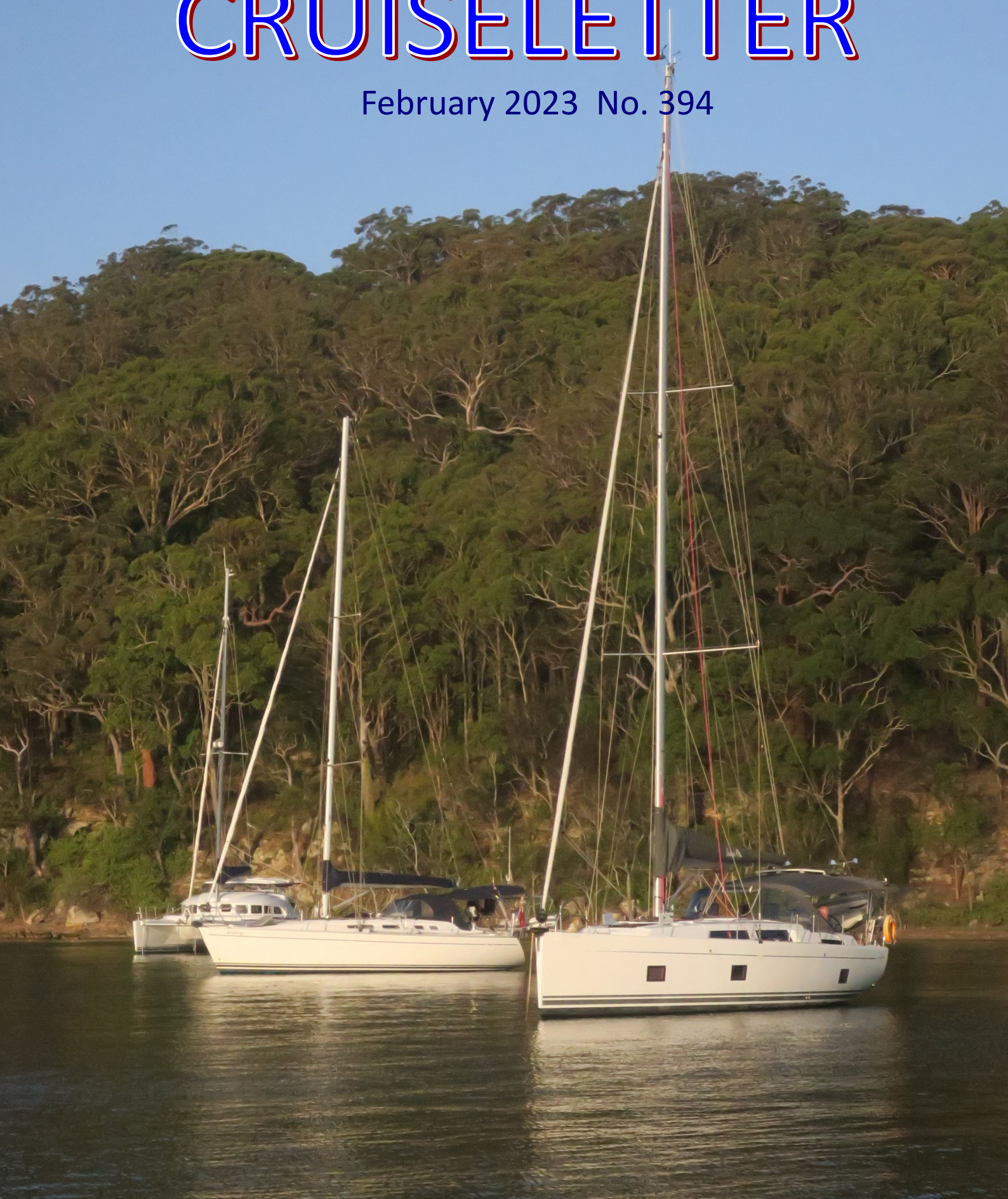


LAKE MACQUARIE YACHT
CLUB



CRUISELETTER

February 2023 No. 394



GENERAL MEETING MONDAY 13TH FEBRUARY

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Please address all letters for the Cruising Division to:

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Skipper's Report

Skipper: Gordon Butler



Welcome to the first Cruiseletter for 2023. We hope that you have had a great Christmas. Our very best wishes to all our members for the New Year!

Our last Cruiseletter was December last year, so we have had a number of activities since then. There is definitely not a Christmas CD shutdown!

Our Christmas function at the club was well attended, with 61 members attending for an enjoyable meal and social time. While many people are involved in preparing for events we should make a special thankyou to Nikki and Chris Cahill who coordinated the function.



On New Year's Eve we attended the community fireworks at Wangi Wangi. Around 20 boats attended the fireworks with many spending social time together during the fireworks. New Year's Day commenced with a late breakfast ashore at Wangi Wangi. Thanks to Richard for coordinating.



Lunch at Black Jacks Point



Sympatico on New Year's Eve

The weather following the fireworks was wonderful, Lake Macquarie, summer, boating weather! Many boats chose to stay on the water following the CD event with reports of smaller gatherings of CD boats around the lake in the week after New Year's.

Australia Day fell on a Thursday this year, so the usual event was extended to cover 3 days (and why not!). On Australia Day we gathered at Black Jack's point for lunch. Around 30 members attended - by boat and by car.

With an overnight southerly change forecast the boats headed south to Browns and Crangan Bays for the night. The event closed with a lunch at Gwandalan Bowling club on the Saturday. Eric and Barbara Burns coordinated the event and managed to arrange wonderful weather, including a spectacular evening thunderstorm that matched any fireworks display. Thanks Barbara and Eric.

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.
- * Please note that there are a few upcoming changes to the schedule, so see the following page for details.

3-5th February – Lakefest Event

Our February on water event will be conducted as part of Lakefest. We will gather at Styles on the Friday night, have a sail around the lake on Saturday, and return to Styles for the evening.

On Sunday morning we will attend the Boat Bits Bonanza at Rathmines Park. It should be an opportunity to buy some new or second-hand boat stuff that may, or may not be useful!

13th February - Members Meeting

It has been too long since most of us were able to take our boats out of the lake, so our February meeting will be all about preparation for the Pittwater Cruise.

Chris Cahill will talk about preparing your boat for the trip down, with special emphasis on safety and the requirements of the new audit form.

We will hold a “bring and share” ideas session on provisioning, so be prepared to bring along ideas about your favourite boat meal.

5-17th March 2023 – Pittwater Jailbreak Cruise

Planning of the Pittwater Cruise is continuing, with Marion preparing a plan with activities, social time and lots of exploring in this great cruising location. Clearly, the channel may impact on the cruise, so the Committee will monitor the situation in the channel as we get closer to the start of the Cruise. Current indications are, very broadly, that boats up to around 1.8m draft should be able to leave and boats deeper than 1.8m will need good conditions to leave the lake. The good news is that we plan to leave (and return to) the lake with good tides, so good conditions are likely.

The Committee has decided to also run a cruise on the lake for a week - 5th to the 11th March - for boats that do not leave the lake. By doing this we are hoping that members will prepare their boats in the expectation that they can travel to Pittwater but still enjoy time on the water if they are unable to leave.

March - Members Meeting

There will **not** be a March members meeting, due to the conflict with the Pittwater Cruise.

7-9th April – Easter Cruise

Details have not been finalised, but we will hold a cruise over the Easter weekend. Please note that this is not the usual week end for the on-water activity, as we do not want to hold a member’s meeting on the Easter Monday.

17th April – Members Meeting

Our discussion topic for the April members meeting will be the lithium batteries, and a number of our members will share their experiences in changing out their batteries to lithium.

Please note that this is not the usual date for the members’ meeting, as we do not want to hold a member’s meeting on the Easter Monday.

New Members - During January we welcomed Joe Ellams to the Cruising Division. Joe and his partner Jeanette attended the Australia Day gathering, which was great.



Other News

Our Cruising Division only runs through the efforts of volunteers, with a number of volunteer positions operating on a twelve month (or two year for the Committee) cycle. Our Annual General Meeting is in May, and at that time all positions are vacant. We should all thank those who have contributed over the last year, and members are encouraged to think about how they can assist in the running of our wonderful cruising group next year.

The opportunities to assist are many and varied and include serving on the Committee, helping to arrange events, provision of supper at meetings, arranging the raffle, safety officer, boat auditors, Cruiseletter editor, representing the CD at outside bodies etc etc....

December Outing

CD Christmas Party

As is our tradition, in lieu of the General Meeting, the last event on the CD calendar is the annual CD Christmas Party. Thus on December 12th 2022 approximately 65 members gathered in the LMYC marquee for a pleasant evening blessed by sunshine and cooling breezes.

Thanks to our hard working committee for setting up and decorating the venue and for organising such an enjoyable end to the year.



New Years Eve

To welcome in the New Year 18 boats dropped anchor off the southern side of Fishing Point to farewell what has been an interesting 12 months, catch up with friends and enjoy the fireworks.

A gathering on shore at Wangi the following morning was a great way to kick off what we hope will be a full and exciting year of sailing and enjoying not only the lake but also some coastal cruising!



Boats gathered, sunset came, Happy Hour happened!



The fireworks were pretty spectacular however it was very quiet the following morning!!

Australia Day Celebrations

With our National Day falling on a Thursday this year event organisers, Eric and Barbara Burns, decided to extend the planned CD outing into a four day affair.

The weekend kicked off naturally on Thursday 26th with members enjoying a simple morning tea and lunch under the splendid fig tree at Blackjack Point with a crews from *Yorkshire Relish*, *Osprey*, *Double Fun*, *Elara*, *Stoked*, *Saaremaa*, *Migaloo*, *Cool Runnings*, *Kombali II*, *The Merry Admiral*, *Isla Breeze*, *Moondance*, *Renaissance* and our newest members *Kimberly Dreaming* gathering to enjoy the shade and cooling breeze on what turned out to be a typical summers day!

With a southerly change predicted later in the evening the decision was made to head to Brown's Bay for safe anchorage. This provided an excellent opportunity to pull out the canvas and sail half the length of the lake - the brisk North Easterly making for a pleasant run indeed.

Once safely settled for the night we were then entertained with a mighty light and sound show as a huge storm passed not only overhead but all around us! I think it would be fair to say there were quiet a few anxious moments as we pondered the height of our masts!

Saturday was spent doing what yachties do best - enjoying being on the water and catching up with friends later in the day for a congenial happy hour. *Seriousleigh*, *Lewcar* and *Windsong* joined the fleet later in the day.

Saturday finalised the outing with lunch at Gwandalan Bowling Club where once again the group was enhanced with crews from the *Bach* and *Breathe*. A very enjoyable way to finish an extended outing. Our thanks to Eric and Barbara for organising!



One feature of the weekend were the number of fabulous images captured by our talented shutterbugs! Special thanks to Marion Cotterill and Ken Archer.

Self Audit Checklist

Lake Macquarie Yacht Club – Cruising Division Short Coastal Passages Self Audit Form



OWNER DETAILS					
OWNER(S) NAME(S):					
BOAT DETAILS					
BOAT NAME			BOAT REGISTRATION NO:		
EPIRB REGISTRATION					
SR 4.18.1 EPIRB(s): Registered		YES	NO	Number of units for boat:	
DECLARATION BY PERSON IN CHARGE					
I understand that this audit is not a complete listing of equipment that may be required to ensure safety during the proposed cruise and accept that responsibility for safety on participating boats is held by the boat's skipper / person in charge.					
Signed by Person in Charge:			Date:		
EARLIEST EXPIRY DATES – indicate 'hire' or not applicable 'n/a' if relevant					
ITEM	EARLIEST EXPIRY	SIGN	ITEM	EARLIEST EXPIRY	SIGN
Fire ext (12 mth.)			Flares red hand		
EPIRB(s)			Flares orange hand		
Inflatable lifebuoy(s)			Lifejackets		

Supporting Notes.

- This equipment audit form is part of the CD Towards Safe Cruising Program that supports operation of all on-water activities by the Lake Macquarie Yacht Club Cruising Division.
- The Safety Management System includes the following documents, that are available on the LMYC web site.
 - CD Sailing Instructions
 - Equipment Audit forms
- All boats participating in on water activities for the LMYC–CD must have the following audit forms completed.
 - Enclosed waters form for on lake activities.
 - Enclosed waters AND this short coastal passage form for trips to Newcastle, Port Stephens or Pittwater
- The enclosed waters form is to be completed yearly, with an independent audit, conducted by one of the CD auditors, required every three years.
- This short coastal passage audit form is to be completed, by the skipper, in the two months prior to each cruise and a copy provided to the Cruising Division Skipper.
- If the owner feels that they would benefit from additional input, then the CD auditors are available to help.
- The audit form describes the **minimum** requirements for vessel equipment that is acceptable. All owners should assess their own situation and confirm that the equipment listed meets the needs of their particular situation.
- RMS also specify minimum requirements for vessel equipment, and these requirements must also be met. RMS requirements are included in the Boating Handbook, which can be found at <https://www.nsw.gov.au/sites/default/files/2021-03/boating-handbook.pdf>
- The clause numbers on the audit form reflect the clause numbers in the Australian Sailing Special Regulations. The Special Regulations provide a useful resource and include additional details on the requirements. The Special Regulations can be found at <https://cdn.revolutionise.com.au/site/uoa1gvknbxk0adjq.pdf>

Lake Macquarie Yacht Club – Cruising Division

Short Coastal Passages Self Audit Form



Reg	Structural Fixed Deck Items	P
3.01-3.05	Boat to be designed, manufactured and maintained in a condition that is suitable for the proposed passage. <i>CD clarification. For further guidance, owners can review the requirements of the Australian Sailing. Special regulations or if require assistance, request a formal audit from one of the CD auditors.</i>	
3.06.1	(a) 2 exits, 1 forward of mast (Refer to regulation for minimum clearance)	
3.07.4	Blocking device for low sill companionway. See AS Special Regulations for full details of recommendations. <i>CD clarification. Ensure that companionway washboards and hatches can be secured from the cockpit side and opened from below.</i>	
3.20.3	1 manual bilge pump operable with boat/seats shut	
3.20.6	Bilge pump not to discharge into closed cockpit Bilge pump not connected to cockpit drains	
3.20.7	(a) Bilge pump minimum suction bore 25 mm (b) Bilge pump & strum boxes accessible	
3.20.8	Pump handle each with lanyard or catch unless permanently fitted	
3.21.1	Marine magnetic compass permanently installed, non-electric	
3.23	Navigation lights carried complying with IRPCAS	
4.03.2	(a) Clipping points, through bolted or welded deck plates or other suitable strong points (b) Positioned to clip/unclip from below and move between cockpit and deck (c) Clipping points for 2/3 crew <i>CD clarification. In addition to AS requirements, it is strongly recommended that jackstays are available to allow movement from the cockpit to the bow while clipped on.</i>	
Reg	Structural/Fixed Items Below	P
3.09.1	(a) Seacocks permanently installed on all through hull openings. (b) Plugs for each opening attached or stowed nearby.	
3.24.3	Inboard engine to SR 3.24.1, OR outboard engine with tanks, fuel supply; all securely fastened. <i>CD clarification. The boat must have a permanently installed, suitable, engine. Outboard engines must be permanently mounted.</i>	
3.25.1	(b)(i) Permanently installed VHF transceiver. <i>CD clarification. VHF radios with DSC capability, connected to a GPS, are recommended.</i>	

4.07.9 First Aid Kit Contents– within expiry date

NON-PRESCRIPTION	P
Paracetamol 500 mg (e.g. Panadol) or Ibuprofen 200 mg (e.g. Nurofen) x 20	
Soluble Aspirin (e.g. Disprin) x 20	
Butterfly or Steristrips (strips of 5) x 10	
Disposable gloves x 20	
Crepe bandages 75 mm x 1.5 m x 2	
Triangular bandage x 1	
Low absorbency non-adherent dressing/plain gauze (e.g. Melolin) x 10	
Band-aids or equivalent rollof bandaid x 20	
Antiseptic skin solution 15 ml (e.g. Betadine) x 1	
Antiseptic cream e.g. Medcream x 1	
Normal saline 250 ml x 1	
Sunscreen 30+ 250 ml x 1	
Seasickness tablets (e.g. Avomine, Travacalm) x 10	
Scissors, stainless steel x 1	
CPR mask or 6 face shields	

Reg	Portable Equipment	P
3.23.4	Reserve navigation lights, independent of main power	
3.25.5	(b) Emergency VHF antenna where regular antenna relies on mast. <i>CD clarification. A hand-held VHF transceiver is an acceptable alternative to an emergency VHF antenna. Mobile phones can be used, but may not be as effective as VHF in a rescue situation.</i>	
3.25.7	At least two means of receiving weather bulletins shall be provided. <i>CD Clarification: This may include VHF radio, a mobile phone or tablet with internet connections.</i>	
4.04.1	2 x fire extinguishers 1A:10BE dry powder min or equiv.	
4.04.4	Fire blanket (for cooking device with open flame)	
4.06.2	1 x flashlight floating type; spare batteries & bulbs if replaceable	
4.07.2	First Aid Manual (St Johns Ambulance or Red Cross) (current ed.) <i>CD Clarification. The first aid app firstaidkitsaustralia.com.au also provides a useful reference that can be held on a smart phone or tablet.</i>	
4.07.4	First aid kit, waterproof container; contents listed;	
4.07.9	alternative brands permitted	
4.07.9	First aid contents as per list at end of this form	
4.10.1	Charts (may be solely electronic), plotting equipment	
4.10.2	Collision Regulations; electronic or hard copy Document can be found here. COLREG-Consolidated-2018.pdf	
4.11.1	GPS, may be handheld, water resistant with spare batteries	
4.14.1	Emergency tiller if not tiller steered	
4.14.2	Alternative steering method for rudder loss. <i>CD clarification. If skippers feel unable to independently manage rudder loss, then they must have a plan on how to manage rudder loss. This may include contacting emergency services and requesting assistance.</i>	
4.15.1	Tools, spares parts, way to cut rigging	
4.17	Retroreflective tape on lifebuoys, lifeslings, liferafts	
4.18.1	(b) 406MHz EPIRB; <i>CD clarification. 406 MHz EPIRB without GPS meets RMS requirements. EPIRB's with GPS capability are recommended.</i>	
4.21.1	(a) Lifebuoy; self-igniting light, drogue; in reach; OR Lifesling, self-igniting light; in reach	
4.21.4	Lifebuoys, lifeslings fitted with retroreflective material	
4.21.5	Lifebuoys, lifeslings safety colour	
4.22.1	Waterproof container for flares 2 x red hand flares 2 x orange smoke flares	
4.23.1	Heaving line minimum 15 m	
4.26	Retrieval method of crew from water	
4.27	V Distress sheet or International signal (square/circle)	
4.28.1	Stowage chart for safety equipment, displayed	
5.01.1	(a) Lifejacket ≥ 150N, in service; 1 per crew Number (1 per crew) (See regulation for compliance standards) <i>CD clarification. It is recommended that spare lifejackets, and operating cylinders are carried, in case of accidental inflation.</i> (d) Each lifejacket retro tape, whistle, crotch strap/s	
5.02.1	Safety harness, line with snap hook each end (≤2 m); 1 per crew Number (See regulation for compliance standards) <i>CD clarification. The safety harness needs to be used in conjunction with a tether between harness and tie off point. A tether with three clips permits safe movement between tie off points. Three clip tethers, with one clip on a short lead are recommended.</i>	

Buying a Boat?

Greg Barnicoat

Background

In recent years, Sylvia and I realised that our current yacht was no longer suitable for us. This is mostly because of our age and state of health. Our yacht Escapdes was a Tayana 42, a true blue water cruiser that we purchased in Hong Kong in 2011. We decided that our new cruising area was Port Stephens to Sydney with essentially day only cruising so we needed to down size as this would save on maintenance time and money. Our preference was for a 34-36ft easy to sail yacht, such as a motorsailer- at least 30Hp motor and medium displacement, say 4 to 6 tons.

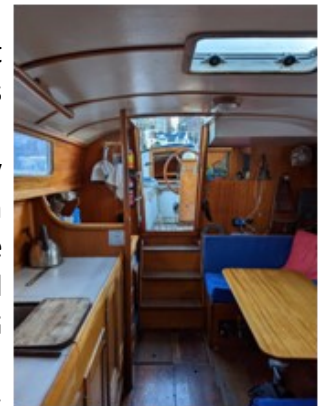


Search

We looked for about 5 months but only looked at five yachts. We observed that yachts advertised for more than a month were often in poor condition and had major problems, like a needing a new engine! Three yachts we advertised by brokers and we found them to be over priced and in poor condition and poor presentation. We were gazumped on one yacht by a shady dealer.

The new yacht

We purchased a Najad 34 built in Sweden in 1973. This is a quality built motorsailer with only three previous owners. We were the first to view this yacht and it appeared to be in good condition despite its age. The internal wood work is hand made solid mahogany. We paid a holding deposit by bank transfer after the first viewing. Much older equipment had been replaced- engine in 2003 with only 1100hrs, electric toilet, some instruments, new LED navigation lights, EPIRB, VHF, AM/FM BT radio and speakers. She had original in-mast furling main and a quality Finish LPG stove with oven.



Note: Sylvia was born in Sweden and I lived there for over 20 years. There is an active Facebook user group which mean that advice from other owners is readily available. The surveyor found only a few minor problems such as faulty ball valve, out of date extinguishers. Loose v-belts on the engine. The hull and rudder were in excellent condition.

Delivery

The yacht was in Sydney so we had to get it into the Lake. We took the train to Sydney on a Sunday morning with the weather forecast being mild winds and some rain for the next few days. On Monday morning we took on fuel and water at Rushcutters Bay and headed out for The Heads in a predicted 2m swell reducing to 1.5m. It was quiet rollie through The Heads but quietened down in the afternoon. We arrived at our destination, Coasters in Pittwater about 4 PM. We stayed in Pittwater on Tuesday because of predicted rain and left early on Wednesday for Swansea.



We cleared the bridge at 3PM and stayed on a mooring on the lake side since the next High Water was 6am on Thursday. The Naiad 34 draws 1.6m so I had arranged for Marine Rescue to pilot us through the Dog Leg at 8 am. As it happened, we just touched twice so no

Ownership

I found several minor problems with the engine- air leak in fuel system and the charging system. Some of the electrical and instrument cabling was very poor:

Most cables were not labelled- this makes fault finding extremely difficult.

Many cable connections were made by twisting the wires together and then insulating with PVC tape.

Although the original cable was marine grade (tin copper), many added cables did not use marine grade wire.

I have replaced some electrical cabling and purchased a new start battery. Installed a smart external regulator for the alternator. A new hot water system has been installed and the freshwater plumbing renewed.

Recently I have also replaced the chartplotter, wind and speed instruments.

We are currently removing the varnish on the external wood work.

Recommendations

I searched for boats on many web sites limited to NSW as yacht delivery has to be considered as a part of the purchase process.

We experienced two yacht brokers who I labelled as dodgy- they were not with well-known brokerages. Ultimately, we purchased the yacht privately - conditional on an independent survey.

I strongly advise being present at the survey as the surveyors will also comment on many other aspects of the boat.

My greatest thanks to Geoff, Stephen and Greg for sharing their wisdom and experiences. We look forward to hearing your thoughts (tall tales or true) of what happened when you had to 'Buy a Boat'!



My Piece of Paradise!

Trudi Butler



We have just had 2 nights on the boat, and after enjoying a beautiful sail, Gordon and I were discussing where to go for our second night. We started talking about our favourite anchorages and I thought that that might make an interesting Cruiseletter series of contributions.

So.....

Can you guess my favourite anchorage on Lake Macquarie?

Yes - the 'Duck Hole'!

Why?

A major part of the reason as to why it's my favourite place to drop anchor for the night is historical. When we first started keel boat sailing, our boat was at Wyee Pt Marina and we used to get to Duck Hole on Friday evenings after work, even if it was already dark.

The Duck Hole is never too crowded and we always manage to have a very peaceful calm night there. We also feel a long way from anywhere, even though we are not!

Well, that's my favourite anchorage on Lake Macquarie! What's yours?



Now the question's been put why not send in a photo of your favourite spot on our beautiful lake and let us know why it's your 'piece of paradise'!

Would love to hear from some of our 'older' members - even if you no longer drop anchor! (Thanks Trudi!)



5 MINUTES IN THE CD SPOTLIGHT

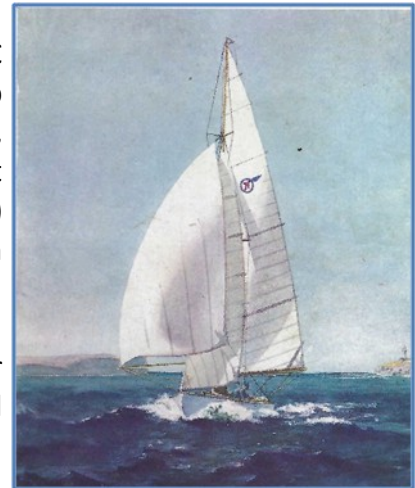
CD member Ray Kiely will be well known by many in the Division as one of "The Boys". Ray and his best mate Bob Pascoe are not only long time LMYC members but tried and true Cruising Division participants. Renowned for their gracious hospitality aboard 'Warialda' they were not only highly respected for their knowledge and seamanship but also much loved. I've invited Ray over the next couple of months to share his story and passion for sailing.



Q1. How and when did your interest in sailing begin?

My first boating experience was on a 40 ft. powerboat at RMYC Toronto when I was about 9 years old I learned to row, pick up moorings, come alongside and put fenders over the side, terminology and so much more. With the onset of war, the boat went to Port Hunter as part of the Naval Auxiliary Patrol (NAP) and then was commandeered into the Navy and served time in New Guinea waters.

The owner cleared out his garage and gave me a heap of Rudder magazines with wonderful Rosenfeld photographs of J class and other large American yachts. The romantic in me was moved.



By now I was in my last year at school and would leave with the Intermediate Certificate at age 14. In this last year I sat next to a boy named Pat Delany. Pat's father was dead, so his mother owned the Hotel Delany on her own.

Mrs Delany was a stalwart of LMYC, so Pat was one of a few privileged young men to grow up in the company of sailing and sailors. Sitting next to Pat I learned a lot about the yacht club but most of my school mates carried on to do the Leaving Certificate.

Before the war there was a small fleet of Vee-Ess dinghies sailing at Toronto and about 1944 a number of these were bought by Members of LMYC with Pat's boat named *Aloha*.

Member John Carruthers (Father of Terry) built a new planked boat he named *Windward*, so there was quite a nice fleet. They were not part of LMYC but used all the facilities and raced on Saturdays, crewing on the yachts on Sunday. Before the war there had been a sponsored Vee Jay Fleet with one, *Ace* winning the State Title.



Point of no return! Opening day 1945. Vee Jays were then sponsored by LMYC

When I was 17 and had scraped a few pounds together I bought a VJ for £17/10/- and my mate Peter and I terrorized the locals as we taught ourselves to sail. I had been at school with Peter from first class up until I left in 1942. Peter sailed with Pat on a few occasions and was impressed with the VS and bashed my ear relentlessly.

The following year I sold the VJ and bought the VS *Bluebird* which was another to come from Toronto. It was pretty run down and after sailing it around for a while I decided to restore it in my 2 weeks annual leave due in September. I lived in Merewether and was able to get a lift out sometimes, but the rest was by bus.

I kept the boat under the first waterfront house at the end of The Parade, just to the west from where the Skiff Club is now, so after getting off the bus I had a fair walk, often carrying a lot of gear. When it was finished, I took the boat over to the Yacht Club and members were amazed at the transformation and their response made it all worthwhile.



Bluebird, Rigged and ready and hanging off her centreboard. I was about 19 then.

I sold *Bluebird* to Wal Turnbull who then sold it into the Taree fleet about 1950-51. When Wal left school, he became a typewriter mechanic but would later be a boat builder and professional sailmaker. We became firm friends until his death some sixty years later. He was a heavy smoker.

Earlier this year (2022) my eldest son told me of an old Vee-Ess at Cooranbong and it was proposed to restore it. After exhausting my contacts, I rang Graeme Bishop, *Echo Bay* and ex CD who finally tracked it down and in the middle of July arrangements were made to go to Cooranbong and have a look. That the boat had been found at Taree and other facts suggested it could be *Bluebird*. Personally, until it is rolled over, I can't be sure. However, whatever boat it is, it must be 70-80 years old and quite remarkable for plywood construction.

On Sundays I sailed with Ben Morgan on *Pleasure 11*. and was nominated for membership of LMYC late in 1947 and after interviews and "Due diligence" as was the norm then, admitted in March 1948. In March 2023 I'll have been a member for 75 years.



Vee Ess at Cooranbong 2022. Second son Mark ponders. But is it Bluebird?



Wal Turnbull and me standing on the old Wangi baths. He was a great seaman and friend

Later in the year the boat was transferred to the Lake Macquarie Classic Boatshed at Rathmines and in the second week of December 2022 I revisited, armed with several old photographs. There can be no doubts and that the boat is NOT *Bluebird*, but I will follow the restoration with interest.

Fare Thee Well “Our Girl”.....

On Tuesday morning, 13th December 2022, a rather famous old lady - “Our Girl”- departed Lake Macquarie.

Transported in sections on the back of low loaders and graced with a spectacular water salute, courtesy of crews from Toronto Fire Station, she slipped away quietly from her home on Ridge Rd where she has been the object of much love and sweat and toil for the past 9 years. This congratulatory gesture seemed fitting given the dedication that has gone into bringing this aircraft this far.

Some CD members may recall a visit to Kilaben Bay a few years ago when we were welcomed to the property in Kilaben Bay that had become the temporary ‘home’ for one of the few remaining Catalina Flying Boats in Australia.

The project to restore this iconic aircraft began in 2013 when, after a seven year world-wide search, a Catalina PB5Y-5A - the same aircraft that once flew out of the RAAF Base at Rathmines during WWII - was found in Puerto Rico. Built in 1943 for the US navy she was at that time in service to a mining company before being purchased for restoration by the Rathmines Catalina Association.

Restoration began in 2014 following months of cleaning and dismantling for shipment of the aircraft back to Australia.

What followed was 9 years of dedicated restoration work (an estimated 35,000+ hours) and a huge investment of time and energy raising funds to support this endeavour. Unfortunately however, with little support forthcoming from LMCC for the construction of a purpose built hanger on the original RAAF Base, the decision was made to relocate the plane to a warehouse in Beresfield where volunteers can continue the restoration in a more weather-suitable facility.

The Future?

Once restoration is complete it is planned to transport ‘Our Girl’ to The RAAF Heritage Centre at Williamstown where she will be on permanent display along with the sizable collection of memorabilia from the Rathmines Catalina Base.

A loss to Lake Macquarie? Certainly! But as the President of RCA, Bill Anderson, explained that given the professional support received from the RAAF Heritage Centre and their willingness to also house the extensive collection associated with the aircraft, it will at least ensure Our Girl’s future as a vital player in the role the ‘Mighty Black Cats’ played during WWII.



Cruisy Cooking

Belinda Kenyon-Slade *Akaydes*



Baked Fish

The best way to enjoy reef fish!

Make a double foil parcel for your cleaned whole fish

Stuff it with lemon slices and herbs and spices (sprinkle some on fish too) then add some wine!

Carefully pinch the foil closed and bake on a bbq rack for about 10 minutes per 2.5 thickness.

Open carefully so that you don't lose your stock as it's the best part and enjoy!

PS I have cooked whole salmon sides like this for Christmas at home too using festive flavoured spices!

Zucchini Fritters

1 large zucchini - coarsely grated

1 can creamed corn

3/4 cup SR flour

Mix all ingredients together

Shape into patties and cook in 1 Tblspn olive oil - 1-2 minutes each side till golden or cooked through. (Can be stored in fridge for 3 days)

Once again - our thanks to Belinda for sharing some of her culinary delights!!



Potions for Oceans



Nikki Cahill and Raewyn Lemberg



Nikki writes.....

My go to is Stugeron 15 (available online and from UK). As Trudi wrote in her post get lots of small things ready to eat before you set off plus a thermos of hot water for hot drinks and plenty of cold water to keep hydrated (very important). Keep these in cool bag in the cockpit so you don't have to go below so much.

When Raewyn could no longer access the tried and trusted 'Paihia Bomb' - a brilliant anti sea-sick medication manufactured in the lovely little town of Paihia on the North Island of NZ she looked for an alternative.....

"I was devastated when I could no longer buy these but my sister put me onto tablets produced by Gordon's Pharmacy in Gisborne NZ - 'Fisherman's Legs' - these have been especially developed for big game fishermen.

These again consist of two tablets taken one hour apart and whilst not cheap really work for me. I assume there would be pharmacies in Australia that would produce something similar especially near ports frequented by big game fishermen.

I do have Ondansetron on board - this is a wafer that dissolves on the tongue so no water required to swallow. It is a prescription medication and not on the PBS and I can't tell you the last time I needed it.

As far as food goes I don't eat less on a passage I prefer fresh or dried fruit and bland crackers. *However to be honest the best seasickness deterrent I have found is buying a cat!"*

Well there you have it folks!! With all the wisdom over the past three months from our long term Cruisers - the remedy for the dreaded 'mal de mer' is really quite simple!

Our great thanks to Belinda, Nikki, Trudi and Raewyn for their generous sharing of experience and accumulated wisdom. Happy sailing everyone!



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) & **PLAY!!**

Dates - 5th-17th March



Come to the meeting + check CD Facebook page - more info to come!



For Your Calendar



February 3rd -5th

Lakefest Event - BBQ and Sailing Day / Boat Bits Bonanza @ Rathmines

February 13th

General Meeting - 7pm in LMYC Marquee

March 5th-17th

Pittwater Cruise - time to bust outta 'dis joint!



February 5th -17th

Monthly Outing - lake Cruise for those not participating in Pittwater Cruise

April 17th

General Meeting - date changed due to clash with Easter

Thankyou!

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

Ray Kiely

Belinda Kenyon-Slade

Greg Barnicoat

Raewyn Lemberg

Nikki Cahill

Trudi Butler

And all our fantastic photographers!

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