

LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION



CRUISELETTER

May 2023 No. 397



GENERAL MEETING MONDAY 8TH MAY

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Please address all letters for the Cruising Division to:

LMYC CRUISING DIVISION
Ada Street
Belmont NSW 2280



Skipper's Report

Skipper: Gordon Butler



Our April on water activity was held over Easter. This was not our usual week end but we felt it would be worthwhile moving the event to allow more time on the water. The weather was not great with strong westerly winds forecast for most of the four days. Despite the weather a small number of boats gathered at Taylors Bay and from all accounts had an enjoyable time. Reports were that Taylors was very sheltered with calm conditions overnight. On the Saturday around 20 members, including those who travelled by car, gathered for an enjoyable lunch at the Gwandalan Bowling club. See report on Page 5



The topic for our April Members meeting was lithium batteries on boats. Ralph shared his, and other members experiences, with recent changeovers to lithium. Ralph provided great information about the benefits, and significant risks, associated with lithium batteries. There are significant issues to be addressed if you are considering using this technology so the talk was very helpful. We were fortunate that many of our members have been thinking about this and there was lots of informative discussion following Ralph's presentation.

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 below for details.

8th May – Annual General Meeting and Members Meeting

Our AGM is held 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, representing the CD at outside bodies etc etc.

Several of our committee members will not be standing for re-election at the AGM. Greg Barnicoat has served on the Committee for the last three years. Trudi Butler has served as Secretary for most of the last 5 years. Thanks Greg and Trudi for your efforts in supporting the activities of the Cruising Division. It has long been the practice in the Cruising Division for Skippers to serve for two years. This is a great practice that keeps the Cruising Division evolving and I will be handing over to a new Skipper at the AGM.

A copy of the nomination form for the committee has been attached to this Cruiseletter.

13th May – Soup Day

We will be holding a "bring and share" soup day on Saturday the 13th May, hopefully at either Sunshine or Frying Pan Bay. The Cruise will run from Friday afternoon through to Sunday. However given that the 14th is Mother's Day, the format will allow people to come by car if they have a family gathering on Sunday. Check Facebook for updates on Friday morning.

5th June – Members Meeting

Rod Mackay, who is an agent for Club Marine Insurance will talk about boat insurance at our June Members meeting. Rod will talk about what to look out for when deciding where to place insurance, what to do if you need to make a claim and will be available to answer questions about insurance related matters.

9th-12th June – Lake Cruise

This week end is the Kings Birthday week end and there will be a lake cruise over the week end.

10th July – Members Meeting

The guest speaker for the July members meeting shall be Mike Smith. Mike has specialist skills in fibreglass manufacture, is a marine surveyor and is currently building a boat with the intention of competing in the Golden Globe solo round the world race.

Other News

The LMYC has installed a club mooring on the Southern side of Wangi Wangi, near the existing house boat moorings. The mooring is available for use by boats on the LMYC boat register, which includes Cruising Division boats.



13th May Set Sail for Soup!

With Autumn weather providing us with calm conditions and gentle days it's time to cook up a broth and sail to Sunshine for some delicious soups!



Plan for the weekend:

Friday - Gather at Styles - Happy Hour ashore 4pm

Saturday - Weigh anchor at 9.30 and set sail for Sunshine or Frying Pan Bay
(depending on breeze)

Gather on shore at 12pm for soup and rolls

Sunday - For those who wish to stay - coffee @ the Bakery Summerland Pt

This is always a fun event
Hope to see you on the water!



April Outing

Easter Cruise - 5th - 12th March

While the Easter long weekend is always a popular time to connect with family (there's usually the obligatory Easter Egg Hunt with the kids!) the decision was made to offer a short Easter Cruise for those wishing to enjoy a bit of quiet time on the water.

When the weather forecast came through predicting strong, cool westerlies for both Saturday and Sunday a quick re-think of the program saw the gathering point for Friday afternoon quickly changed to Taylors Bay.



'Fortune favours the brave' and conditions in this lovely anchorage were calm, allowing for a pleasant happy hour on board by the crews from Jodi and 2 Dream plus the crews from three LMYC boats (*Influencer, Give & Take, Yes Dear*) anchored nearby.

As predicted the westerly winds arrived during the night but caused no concern and a peaceful night was enjoyed by all.

Saturday morning dawned bright and clear encouraging an easy walk along the foreshore to Gwandalan Bowling Club where several other CD and LMYC members joined the group for lunch. A short Easter Quiz with correct answers scoring an Easter egg was a fun way to finish up the gathering.

With winds still strong from the west the decision was made to remain in Taylors where conditions were safe and comfortable. Richard and Jen were delighted to see Arkaydes sail into the bay and another enjoyable catch-up with cruising friends followed.

Sunday morning saw conditions still gusty, so it was an easy decision to stay put and enjoy a paddle, a walk ashore and catch up on some reading time.

Thanks to Richard and Jenny (*Jodi*) for offering to coordinate this short but pleasant cruise – which served to show – numbers don't need to be large to have a fun time on the water!



Thanks to Richard for photos and report. Ed.

The Lithium-Ion Batteries

Pioneer work began on the development of lithium ion batteries in 1912 but it wasn't until the 1970's that the first non-rechargeable batteries became commercially available.

What makes this metal so special is that lithium is the lightest of all metals, having the greatest electrochemical potential and providing the largest energy density for weight.

Initial attempts to develop rechargeable lithium batteries failed due to safety problems. Because of the inherent instability of lithium metal, especially during charging, research shifted to a non-metallic lithium battery using lithium-ions. Although slightly lower in energy density than lithium metal, lithium-ion is safe provided certain precautions are taken when charging.

Lithium-ion is a low maintenance battery, an advantage not many others can claim. There is no memory, and no scheduled cycling is required to prolong the battery's life. In addition the self discharge is less than half compared to nickel cadmium, making lithium-ion well suited for modern fuel gauge applications. Also lithium-ion cells cause little harm when disposed of.

Despite its overall advantages, lithium-ion does have its drawbacks. It is fragile and requires a protection circuit to maintain safe operation. Built into each pack, the protection circuit limits the peak voltage of each cell during charge and prevents the cell voltage from dropping too low to discharge.

In addition the cell temperature is monitored to prevent temperature extremes. The maximum charge and discharge current on most packs is limited to between 1C and 2C. With these precautions in place the possibility of metallic lithium plating occurring due to overcharging is virtually eliminated.

However unlike conventional batteries when lithium-ion batteries fail they can do so catastrophically.

When an individual lithium-ion battery gets overcharged it gets hot. This can initiate a process of self-heating that causes the cell temperature to continue to rise even if the cell is taken off charge — something known as thermal runaway. Once started, thermal runaway is difficult to stop. Depending on the battery chemistry, the cell may get hot enough to spontaneously catch fire.

It gets worse: if a single cell enters thermal runaway, it begins to overheat its neighbour, which in turn overheats the next one and so on. This can cause a cascading failure that results in the battery burning uncontrollably. Even if a cell that has entered thermal runaway does not get hot enough to catch on fire, it can swell up and rupture, venting the flammable electrolyte.

The potential for thermal runaway with any lithium-ion battery chemistry means that when installing them on boats, they aren't plug and play. They charge at different voltages than lead-acid batteries do and simply connecting them to a conventional battery charger is asking for trouble.

To keep their concentrated power in check, lithium-ion batteries rely on a sophisticated, management system that actually tracks and balances the voltage differences between each cell, unlike the monitoring systems used with lead-acid batteries that simply show you what's going on.

Among other things proper maintenance systems also contain over-voltage and short-circuit protection. Unfortunately these management systems are vulnerable to lightning strikes or power surges, and any failure in the system can lead to a fire.

Whilst some Lithium-ion chemistries may be more resistant to thermal runaway than others, if you mismatch a charging system or choose the wrong battery management system, you could still find yourself with a charred hull. That's why the design and installation and of lithium-ion battery systems are best left to professionals.

Sources - batteryuniversity.com

Lithium-ion Batteries Handle with Care from BoatU.S.



Lithium Batteries- Safety Considerations

Ralph Asquith



- Use a good quality battery with a fully integrated battery management system
- Ensure that your existing wiring/lugs/inline fuses etc are of sufficient size
- Install a DC-to-DC charger to limit current
- Consider installing fire protection systems (Fireproof battery boxes or separators)
- Ensure portable lithium devices are properly serviced and charged
- Maintenance: LiFePO4 batteries require less maintenance than lead-acid batteries, but it's still important to monitor them regularly to ensure they are functioning properly. This includes checking the state of charge, balancing the cells, and performing periodic capacity tests. Consider Bluetooth monitor/regulator.
- Read <https://www.pantaenius.com/au-en/insights/journal/prevention/news-detail/news/lithium-batteries-on-boats-what-is-important-1/> 2Dream Charging System

Extinguishing a lithium-ion battery fire

The Australian guide to safely extinguishing a lithium-ion battery fire recommends the **F-500 Li-Ion Fire Extinguisher**.

This is a multi-purpose, stainless steel fire extinguisher that delivers a solid level of fire protection and is ideal for Class A, B and F fires.




They are the first agent proven to extinguish lithium-ion batteries without re-ignition. They are non-corrosive, non-toxic, non-hazardous and fully biodegradable.



How does a F-500 extinguisher Work?

Each type of extinguisher works by attempting to remove one of the elements (heat, oxygen, fuel) that are needed for a fire to flourish.

Lithium-ion batteries burn at an extremely high temperature (>1000C) and do not require oxygen to burn. The F-500 solution particles within the mist penetrate the surface of the burning fuel to quickly remove the heat and stop the reaction of the electrode material with other components of the battery, bringing the fire under control.

Cooling Effect	Penetrating Effect	Toxic Gas Reduction
		
stronger cooling effect compared to other extinguishing agents	extinguishing agent penetrates the battery and deliver the substantial cooling effect	envelop/contain combustibles and flammable gases

© fireextinguisheronline.com.au



**Cruising Division of Lake Macquarie Yacht Club
AGM Monday 8 May 2023**

Election of Officers and Committee Members

Nomination for: Skipper / Secretary / Treasurer / Committee_(please circle)

Name of person you wish to nominate:

Name of Proposer:

Name of Seconder:

Person nominated has agreed to be nominated: Yes/No/Don't know

Signature of Proposer: Date.....

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Please print off the above nomination form and bring to the AGM on the 8th May. There will also be forms available on the night.

Please ensure you ask the person you wish to nominate for a position if they agree before nominating.

All members are encouraged to consider becoming involved by nominating for a role either on the Committee or in one of the other vital roles — it's the best way to get to know other members plus really getting a sense of what our fabulous Cruising Division is all about!

MINUTES IN THE CD SPOTLIGHT.... *continuing the adventure!*

Ray Kiely



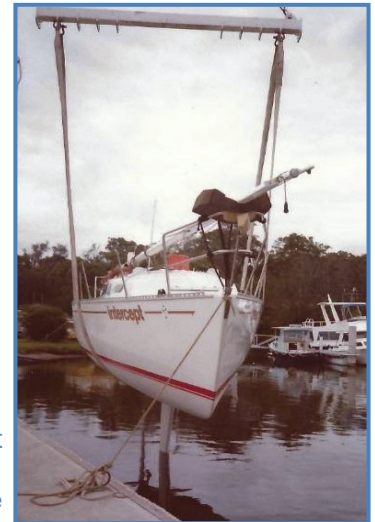
Q3. There're many in the Division who fondly recall times spent aboard *Warialda* - what other boats have you owned?

In 1985 I bought from NZ a Farr 1020 hull and deck, motor fitted, main bulkhead fitted and with all the pre-cut teak timber. Toe rails, fuel tanks etc to complete it, were supplied later. On weekends the crew worked long hours and through the week Roy Phillips and at times a shipwright son was there. My business learned to look after itself as I became the supply manager with countless trips to Sydney. It was started in May and launched on the first Monday in December the same year. I called it *Intercept*, a navigational term.

Intercept really gave me 5 minutes in the spotlight, 5 minutes which I was never entitled to. It was an Offshore race from Swansea to Sydney. A bit late in the season the wind was light but fortunately from behind, a brochure day at sea but long before we had even reached Norah Head the crew were in cruising mode. We elected to stay close to the shore whilst the majority had gone out wide in the hope of help from the set. All day we idled along with slightly more wind late in the day. A little before sunset and well clear of North Head we gybed and headed for the finish line at the Wedding Cake mark.

It was then that one of the crew who was still awake happened to look astern and could not believe what he saw, for behind us he saw *Tobacco Road* a well sailed Adams 39! About the same time they saw us, and it then really became a race with much trimming of sails on both boats, looking behind as they started to slowly close the gap on us as the distance to the finish narrowed. Will we, or won't we? We did, first and fastest time! Unbelievable.

While we were still tidying up at the CYC John Moore skipper of *Tobacco Road* came around and congratulated us and inviting us to have a drink with him in the Club, which we did. The first of too many.



Hull and mast arrive at Bennetts Green. Bob on the ground me on deck as the finished yacht is readied for trucking to Marmong Point. Hanging off the crane waiting for June to arrive. She got pinched for speeding on the way out. She wasn't happy. Opening Day Race 1989 *Intercept* trails an Adams 10.

By 1997 June's health was not good, particularly her mobility, so thoughts of any further cruising had to be forgotten and I ordered a new Adams Offshore 35 from the Adams Factory in Port Macquarie.

The changes and major alterations I wanted were many and significant and the builder Peter Rigby (Now a member of LMYC) met them all willingly, and the service after the sale was exemplary. The same could not be said of Joe Adams the designer who would not consider some changes I wanted in the rigging, and in time there were a many broken masts including mine off Port Stephens Light.

This boat which I named *Accolade* had basic accommodation but would prove to be the most satisfying boat I have ever owned. I sold it in 2004 to another member and progressively became June's full-time carer. She died in 2007 of MND.



03/04/'97 *Accolade* arrives at Marmong on the same truck that delivered *Intercept* to Bennett's Green.

Catherine (Daughter) being shown where to smash the bottle. The bottle swings. : Racing on the Lake.

Accolade carried three spinnakers, a masthead and an asymmetrical on a retractable bowsprit.

A good number of members attended the launching of *Accolade* and even *Cavatina* although it was at the RPA The launching of both *Legend* and *Intercept* were very private affairs. There were a lot of the members at the Marmong launching and some of them are no longer with us.

Once I had settled all June's affairs, I found I was back in a vacuum, no purpose and no boat. But time had moved on and there could be no thought of going back to active sailing and racing and sitting on a mooring minder reading the paper and watching other yachts sailing by was anathema to me. In reality, the decision was easy. On my 80th. birthday I bought a motorboat and to honour a long kept promise to myself, I called it *Warialda*, parked it at Marmong Marina and re-joined the CD.

More on *Warialda* when answering Question 5!



Pulbah Island

A favourite 'go to' anchorage for many cruisers on Lake Macquarie is undoubtedly Pulbah Island as it provides safe harbour not only from the sudden and oft-times ferocious southerlies but also the brisk nor-easters which predominate during summer months.

Like a sentinel it stands majestically, protected as a state reserve for all to enjoy but this hasn't always been the case.....



Pulbah Island, situated in the southern area of the lake, is the largest island in Lake Macquarie. It measures approximately 1.6 kilometres in length, around 70 hectares in area and is formed of resistant sandstone and conglomerate rock with large boulders and caves along the foreshore. On the northern side of the island are shallow beaches and safe anchorages, while the southern side is comprised mostly of rocky outcrops and steep cliffs.

Name : Origin

It was known to the Aboriginal people as Boroyirong. They believed it was protected by Wau-wai a terrifying monster fish and there are stories passed down of people falling victim to attack (great white perhaps?). The island was also referred to as Bulba, an local word meaning island. This name was corrupted by white inhabitants, and Pulba was first documented by Surveyor-General Sir Thomas Mitchell on his map of NSW published in 1834. Over the years, the 'h' was added to the spelling, and Pulbah is the name which has come into popular usage. (As Scott Bevan writes in his book 'The Lake' - *thus in calling it Pulbah Island is akin to saying 'island island'*) In 1919 it was renamed Edden Park in honour of the Minister for Mines but the name was never used.

It has been suggested that Pulbah was once used for corroborees as the Awabakal consider the island to be sacred and there are several locations on the island where shell middens have been recorded. Due to its importance to Awabakal heritage, it has been declared an aboriginal place.

History

Whilst it has had a chequered career over the centuries Pulbah has always remained in the hands of the Government as Crown land.

Early European settlers were frequent visitors for hunting and fishing sorties and following raids by timber-getters to harvest the prolific number of hardwood trees, parts of the island were cleared of vegetation to allow the grazing of cattle. This continued right up until the 1960's with cattle being swum across to the island from Wangi Wangi.

However by the turn of the century (1917) a group of businessmen imagined a different future for the island. Concerned by the decimation of native wildlife they had a vision of turning Pulbah into a miniature Australia by stocking it with native birds and animals. Possums, koalas, kangaroos, wallabies and emus were brought in from far and wide to the so called 'Special Sanctuary'. However with no natural water supply available locals soon reported seeing animals suffering from thirst and hunger. Dams were built and caretakers appointed but by the 1940's government grants had dried up and the animals were removed.

Since 1970 the island has been a reserve protected by National Parks and Wildlife Service hopefully to be preserved for future generations both as a beautiful, seemingly remote hideaway for lovers of the lake and Australian bush to enjoy.

In a Nutshell a Brief History of Pulbah...

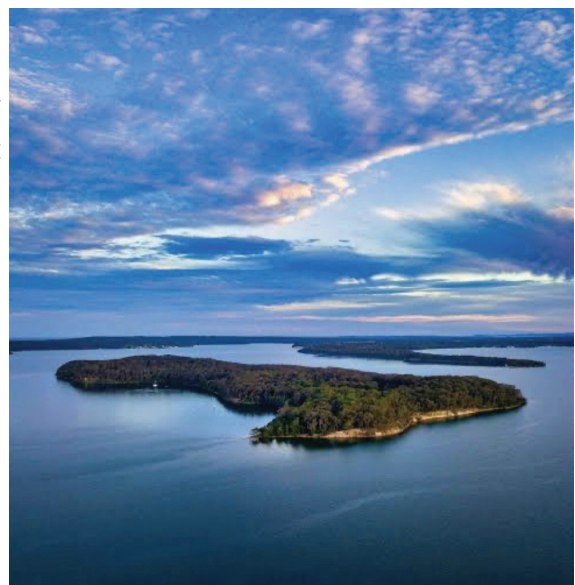
There is no record of permanent European settlers but a number of people have stayed there, and many uses have been found (and proposed) for the island over the years:

- It has been used by fishermen and hunters as a camping and rest spot, the shallows on the northern shore being an excellent place for netting fish.
- Rabbits were introduced to the island in the 1870s to provide sport for hunting parties. These, of course, ran wild destroying native vegetation on a large scale.
- Hunting quail and other game birds for the Sydney market was once a lucrative sideline for local fishermen.
- From the early 1870s timber-getters set up mills on the island to process the spotted gum and blackbutt which grew prolifically, transporting equipment and finished timber by punt from Wangi and Point Wolstoncroft.
- As the timber was cleared, native grasses flourished and the island became a place for grazing stock, which were swum over or transported by boat.
- In 1917 native animals were transported to the island as part of a Sanctuary. They were brought over on Jack Richardson's ('Fischo Jack') launch. However there was insufficient food for them all so food had to be imported. Two emus named Emily and Marie, used to swim out to meet boats and were favourites with visitors.
- In 1928 it was proposed that the island be used to farm animals for the fur trade - with kangaroo and possum fur being highly sought after. Thankfully this plan never came to fruition.
- Great quantities of shells were harvested from the island in the early days and used for the production of lime.
- At one time it was proposed to set up a monastery in the peace and quiet of the island, though nothing ever came of it.
- A small and unobtrusive cave on the western side of the island was home to a two-up school, which ran when the conditions on the mainland became too hot.
- A proposal in 1952 the Australian Labour Party floated the notion of a zoo, similar to that at Taronga, be established on the island.

However the most enduring use for the island has been as a destination for rest and recreation. Long may it remain so!

References —

History of Lake Macquarie - Lake Macquarie Library
The Lake - Bevan Scott 2020 No Shush Press



For Your Calendar



May 8th

AGM + General Meeting - LMYC Marquee



May 13th

Sail for Soup Day - Details TBA - watch Facebook!



June 5th

General Meeting - LMYC Marquee

Guest Speaker - Rod MacKay - Marine Insurance



June 9th-11th (long weekend)

On lake activity Details TBA



Thankyou!

Gordon Butler

Ray Kiely

Richard Masson

Ralph Asquith

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



Scott Bevan's book *The Lake* is a great read for anyone who loves the lake - especially sailors with an intimate knowledge of its numerous nooks and crannies!

Another fascinating read if you're into history is *Reid's Mistake* published in 1967 by Lake Macquarie City Council. Unfortunately now out of print, copies would be available from the library or perhaps even purchased online if you're lucky!

