

LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION



CRUISELETTER

July 2023 No. 399

GENERAL MEETING MONDAY 10TH JULY

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Skipper's Report

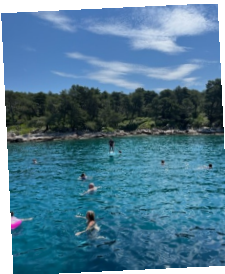
Ralph Asquith



As previously notified, Angela and I have been travelling in Europe during May and June. As part of this trip we visited Montenegro and Croatia, in part to check out the wonderful cruising grounds available in that part of the world, in anticipation of chartering or possibly buying a yacht for an extended voyage in the Mediterranean. I would like to share with you some of the information and observations that we made during our holiday.

Firstly we visited Montenegro via a car that we hired at Dubrovnik airport, (don't forget to take a credit card [not debit card] otherwise you will be robbed by the rental car company insisting on full insurance (at an extortionate price), and travelled across the border from Croatia through Montenegro. Croatia has been accepted into the EU but is still waiting to join.

We stayed in the old city of Kotor which dates back well before Christ. Kotor sits at the end of a huge magnificent bay that extends around 20 kms inland and bears its name (The bay of Kotor). The old part of the city is surrounded by a medieval wall and it can be viewed by scaling over 1000 stairs to the fortifications built on the cliff face at the rear of the city.



The city is a major tourist destination visited by cruise ships but also has facilities for visiting yachts.

We also stayed at Herceg-Novi (which translates to New Castle) at the head of the Bay of Kotor. This area has a large marina, similar in size to d'Albora at Nelson Bay.



We viewed many yachts cruising through this area, which is largely protected from the weather. Again there are many medieval forts and Castles to view in this area, together with restaurants etc associated with tourism. As this is a developing area, the price of food and other essentials is lower than Croatia and Greece. The downside is that you need to check in at a port of entry as it is not part of the EU.

Next we travelled North to Split in Croatia to join a small (stink) boat cruise hosted by Intrepid travel company based in Melbourne. Interesting, Croatia has built a huge bridge to link the Coastal north and south of the country which was divided into two by the coast of Bosnia. We arrived in the busy Port of Split, which berthed over 50 boats similar in size to our vessel "Aurora" which was 41metres long and hosted a maximum of 36 passengers and 10 crew. Our trip had only 24 passengers on board so there was plenty of room. Captain Phillip is a friendly Croatian guy who was happy to show me around the boat and even have a steer when we were out in open water.

We visited a number of the popular ports such as Stari Grad, Korcula and Dubrovnik as well as some less known ports like Opuzen and Trpanj. All these ports have good facilities and plenty of history to view together with the normal restaurants and tourist facilities.

The Captain filled me in on some of the procedural issues for arranging berths and visits to the ports. We also stopped off at some beautiful anchorages for swimming and using stand up paddle boards etc. The weather was magnificent and the scenery spectacular. We were fortunate, as the weather the previous week forced the cruise itinerary to be altered due to high wind and unusually large rainfall which resulted in flooding in parts of Croatia and Italy.



Overall, we were very impressed with both Croatia and Montenegro as potential cruising destinations for future travel. Maybe a few of us could get together and make a yacht cruise in the Mediterranean happen at some stage?



Looking forward to catching up with everyone when we return home!
Cheers!
Ralph and Angela



Safety Report - July General Meeting - Safety at Sea.

The safety report at our July General Meeting will focus on Safety at Sea.

The recent extensive search for a local fisherman off Lake Macquarie has highlighted the importance of having a means of personal location immediately available to you when travelling either on your own or offshore.



The safety brief will cover devices such as PLB, AIS, DSC, VHF beacons and strobe lights.



July Outing 15th –17th July

Lake Cruise **Ladies Take the Helm!**



Come along and join us for a lake cruise with a difference!

No pressure - no high expectations - except that we hope that everyone will have a jolly good time!

Time to unearth your copy of the Alternate Skippers Handbook and brush up on a couple of very basic skills so you can fully participate in some everyday boating activities.

Kicking off as usual at Styles Point 1500 on Friday afternoon.
Hope to see you there!



Check Facebook for updates for this fun and practical outing!

June Outing

What's the Point!

King's Birthday Long Weekend Lake Cruise 9th-12th June

Tony & Cath Austin



On water cruises are the life blood of the Cruising Division – it is on the water that we get to sail our boats, develop our seamanship and make the friendships that are the backbone of our club. The challenge for the CD committee is to make these cruises interesting given the complex lives that we all lead these days and the many demands that are made upon our time.



Following much discussion with many members we decided to put a bit more structure into this cruise with three goals: Practice sailing in light conditions, hold a formal session on a seamanship topic and inject a bit of local history. I think we achieved two of the three goals as the wind gods had clearly taken 'light conditions' a bit too literally!



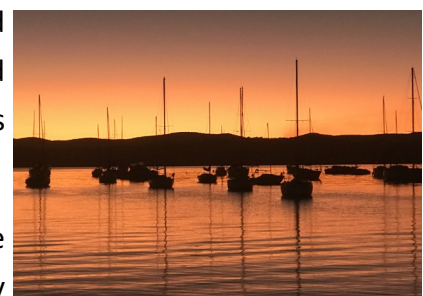
The cruise started at Styles Point at 3pm on Friday. I have to say that I was feeling a tad nervous when only two boats had arrived by the nominated time. Cath and I dinghied over to *Yorkshire Relish* and were immediately invited onboard for sundowners. Not long after the crew of *Windsong* arrived by car and *Reverie* and *Equinox* were anchored nearby. Eric and Barbara, ever the gracious hosts, very kindly accepted all the new arrivals onboard and a fantastic evening was had by all.



Saturday dawned with a crystal clear sky but still no wind. The plan was for the fleet to 'sail' up to the top of the lake, anchor off Marmong Point and go ashore to visit the Museum of Art and Culture (MAC). By this stage the fleet had expanded to include *Jodi*, *Isla Breeze*, *Tethys*, *Mijo* and *Renaissance*. Following our time ashore we motored down to Croudace Bay for the rest of the afternoon and evening. *Mijo* won the award for most dedicated sailor but broke no speed records.



On Saturday afternoon we ran a 'seamanship' session onboard *Double Fun*. We covered the topics of how to use electrical aids to power our manual winches (two different types of battery powered drills and Chris Cahill's 'E-Wincher2' which is clearly the Rolls Royce of your options). We also demonstrated our 'Talking Hats' (based on the VTNet Bluetooth motorbike communications devices) and our wireless remote controller for our anchor winch. This generated plenty of discussion and sharing of experiences.



Dinner on Saturday night was at the Valentine Bowling Club. We had 17 members attend this session and everyone was very impressed with the quality of the sunset and the food. It really is an excellent venue for yachties.

Sunday morning dawned very much like Saturday – beautiful blue sky, crisp temperatures and no wind! *Yorkshire Relish* advised that they had a problem with their anchor winch so two members offered to have a look. After a bit of head scratching and much disruption to the marital bed linen, the problem was identified and fixed.

The fleet decided that a ‘sail’ down to the Duck Hole was the way to go so anchors were retrieved and everyone headed south. *Windsong*, ever the purist, tried valiantly to fly their MPS but the breeze just wouldn’t play the game. It did look nice – at times!



On arrival at the Duck Hole we were joined by *Stoked* and *Lewcar* making a total of 12 boats. Sundowners was held at the clearing on Bird Cage Point and the conditions were ideal with yet another lovely sunset. During this session we conducted our first local history quiz (courtesy of Maureen). This proved to be a great session with much sharing of cultural and historical vignettes. The lake really is an amazing place but ‘Toronto – Riviera in Australia’? Really??



The forecast for Monday was a tad less ideal with the possibility of showers later in the day so some vessels decided to gather in Stinky Bay (just south of the Wangi Wangi Caravan Park). The goal was to find the site of the Wangi Wangi World War II gun emplacements. This battery of anti-aircraft guns was the main protection of the flying boat base at Rathmines. An expedition on a previous cruise had failed to locate the site so the pressure was on! Six boats gathered in the bay and crews headed ashore with much enthusiasm but no real idea where they were going. After many false starts and a very thorough exploration of the Wangi Wangi Conservation Park it was decided to move up onto the ridge. After much more discussion, many references to smart phones and a bit of blind luck, the site was located. Clearly the LMCC does not want people to visit this site as there is absolutely no signage until you get there. Given it was a lovely sunny, but cool, day all our walking was well received and everyone agreed that it was worth the effort.



On returning to our boats the cruise formally finished and boats returned home. I think most people really appreciated the ‘new’ cruise format and I hope that we can continue to explore this in future.

Attendees: *Double Fun, Yorkshire Relish, Reverie, Equinox, Windsong, Jodi, Stoked, Tethys, Mijo, Renaissance, Isla Breeze, Lewcar, Arkadyes (by radio & telephone!).*

Safety Officer's Report

Tony Austin



Low voltage electrical systems and circuit breakers on boats

Installing new electrical systems (or replacing old ones) on a boat seems like a pretty simple task for many DIY sailors. In most cases it is but following my recent experiences playing with a PV solar system I had to relearn a few skills and discovered some interesting facts. I would like to share them with you in the hope that you can avoid a few pitfalls. Remember - most fires onboard sailing boats are caused by electrical faults!

1. **Wiring.** The key to success is using the right wire for the job. This means determining the maximum current that will flow through the wire, adding a safety factor of a least 1.5X and making sure you use 'marine grade' wire i.e. multi strand and, ideally, tinned conductors. The current rating of most wire is based on ideal conditions - not what we see on most boats where wires are often bundled together, have long runs, and pass through tight places where ambient temperatures can be high. Thicker wire may be expensive but it is trivial compared to the overall cost of the boat.

2. **Attaching connectors.** Many people may be tempted to solder connectors onto their new wire thinking that it will be a more reliable arrangement. This is not the case and soldering is not approved by any industrial standard nor seen to be good practice by those who wire boats for a living. The reasons for this include the risk of corrosion from mixing too many different metals (the wire/connector/solder) and the risk of wire fracture due to stiffening of the soldered wire. The best solution is to crimp all connectors but **YOU MUST USE THE RIGHT TOOLS FOR THE JOB!** Firstly, use a proper wire stripper to remove the insulating sheath. A knife, side cutters or pliers almost always cuts strands of wire thus reducing the current carrying capacity. Next - make sure you use a quality crimping tool remembering that there two quite different tools for fittings with plastic insulators and non-insulated lugs. Ideally you will have a ratchet crimper that will produce a nice high pressure cold welded connection. A heat shrink sleeve adds further protection by making the crimp waterproof and stiffening the connection against movement.

3. **Wiring Protection.** Circuit breakers are a great way to protect your high current wiring from over current situations (like a short circuit) but beware. **Circuit breakers designed for AC (household mains) wiring are dangerous when used with DC.**

The problem is the arcing that occurs when a circuit carrying DC is broken. In an AC system the arc is extinguished within 1/50th of a second as the voltage drops to zero (that is what is meant by 'Alternating Current'). This doesn't happen with DC and the arc can grow, causing the breaker to melt and finally burn. This used to be a major problem with the earlier roof solar panel systems. DC circuit breakers are more expensive than AC versions but worth every cent!



4. **Fire Risks.** There are two main causes for electrical fires on boats. The first is when the insulation on a live wire is broken down by heat or abrasion. The heat is most commonly from the engine but could be from any device that gets hot. The conductor then shorts out to something like an engine block and whilst the fuse or circuit breaker should trip this is not always the case. The more insidious cause of wires overheating is loose or corroded connectors. This commonly occurs where multiple wires come together (e.g. a battery post or power bus line). A poor, or degraded, connection has increased resistance and the normal current flow will now cause localised heating. This can be severe enough to melt insulation and even cause surrounding materials to ignite. As the current is remaining within the normal range the fuses or circuit breakers will not trip.

Working on your boat can be extremely rewarding and can certainly shave a lot off the maintenance bill but it is not without its risks. Before undertaking any task it pays to check various sources of information and seek expert advice if in doubt. It never hurts to ask a respected friend to check your work before you 'flick the switches' as they pick up on something that you have missed.



Safety Tip

Carbon Monoxide Monitor and Alarm

With most of us tending, during these colder months, to hunker down below once the sun has set to enjoy dinner and a maybe cup of tea or coffee afterwards there is always the risk of CO build up in the reduced ventilated space we occupy.

This is also true for those of us who own a caravan or motorhome. Under normal conditions humans typically have low levels of CO₂ of between 0.3% and 0.7% present within the body.

This economical and discreet monitor and others like it will alert you to levels of CO well below this level via an alarm similar to a smoke alarm.

Available from major hardware stores for around \$30 it seems a worthwhile investment.



Guest Speaker - Rod MacKay - Marine Insurance

The chance to participate in an honest and straightforward discussion on questions pertaining to marine insurance was wholeheartedly embraced by members at the June general Meeting. Our great thanks to Rod MacKay who generously gave his time to share his expertise as the local Club Marine representative.

Member's questions to Rod were wide ranging covering topics such as the installation of lithium batteries, marine surveys, deterioration of hull or marine components, damage due to extreme weather and how to process claims relating to collision, engine or rigging failure.

Rod explained in depth how insurance claims are assessed and settled and the most efficient method of moving forward in the event of having to make a claim. A truly engaging and worthwhile Q&A session!



Jervis Bay Maritime Museum - Huskisson NSW

If ever you have the privilege of travelling along the south coast of NSW and the luxury of time to explore the beautiful towns along the way make sure to stop over in the fabulous little village of Huskisson on Jervis Bay and whilst there set aside time to visit the fascinating Lady Denman Maritime Museum.

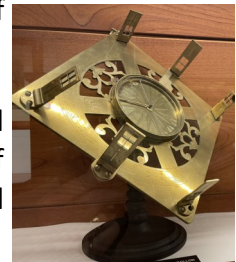


So called because of its prize exhibit the Lady Denman Ferry, a wooden inner-harbour Sydney ferry, designed and built in Huskisson in 1911. After a couple of near catastrophes this classic ferry returned home to be fully restored in 1980. Today she is the only remaining wooden vessel of her kind in NSW.



Whilst there are other large wooden vessels (fishing/work) situated within the grounds of the Museum - some currently undergoing restoration by a dedicated band of volunteers - the Museum not only houses one of the most significant collections of scientific instruments to be found anywhere in the southern hemisphere but also models, photographs, paintings and objects relating to the history and

heritage of the Jervis Bay area. The Scientific Section - not normally my cup of tea - was extraordinary and is really the highlight of the Museum.



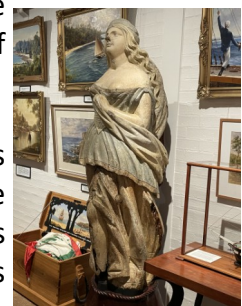
“Started by surveyor and property developer Henry F. Halloran in 1890, and continued by his son Warren Halloran, the collection charts the story of Australia’s exploration and the development of the Jervis Bay area from colonial times until the present.

When Australia was first colonised by Europeans, exploration was still a dangerous undertaking. Though it was easy to find latitude using the stars, judging longitude was elusive and ship-wrecks were still a major hindrance to sea travel. Only with the development of the Harrison marine chronometer in 1772, allowing for accurate estimation of longitude at sea, was it safe for people to travel long distances by ship.



The objects in the Halloran collection illustrate how exploration was made possible using mathematics, measurement, technological advances, and an insatiable desire for adventure. The collection charts the chronological development of instruments that have shaped our world right up to the 21st century.

The collection also contains memorabilia connected with famous names such as Alexander Berry, Sir John Jervis, Lord Nelson, and famous battles of the Napoleonic wars, such as Trafalgar. There are navigational objects such as sextants and octants, objects from famous ships, sea chests, weapons, paintings and drawings, and other curiosities from a bygone age.



Both Hallorans, father and son, assembled their collection with a sharp eye for historical significance and with a witty appreciation for the curious and the collectible - there’s even a can of baked beans courtesy of Kay Cottee!”

*Ref: A Curious Collection Science & the Sea Gallery
Courtesy of Jervis Bay Maritime Museum*

Maureen Seysener



A Glimpse Back in Time - Coal Point

History Coal mining was performed at Ebenezer Colliery Coal Point from 1841 to around 1906. The first coal mine was operated by Reverend Lancelot Threlkeld, a missionary to the Awabakal people, local entrepreneur and the first European landholder of 'Punte', the Coal Point to Toronto area.



In 1829 a grant of 1280 acres was promised to the Rev. Threlkeld, who after giving up his aboriginal mission In 1841, began to mine coal at the Ebenezer pit on the S.W. side of Coal Point at the present Threlkeld Reserve. The mine was worked without machinery and the skips were run on wooden rails, the coal loaded into schooners from a wooden jetty. Mining operations were restricted owing to the shallow channel at Swansea and at first the coal was taken to Reid's Mistake by barge and transhipped to larger vessels. Threlkeld then obtained shallow-draught schooners. His mine was legal as his promised grant pre-dated the A.A. Co.'s monopoly but he had difficulty in attracting miners as the government refused to supply convicts and the A.A. Co. sought to stifle competition. By 1844 Threlkeld's Estate was severely encumbered by debt and was sold at auction to the mortgagee. The mine was worked under lease by Henry R. Whittell and later by R.M. Robey, although it was often idle. It was worked as South Hetton Colliery as late as 1906. Interestingly the explorer Ludwig Leichhardt visited the mine in 1842.

Early Subdivisions: In 1885 the Excelsior Investment and Building Co. and Bank Ltd bought the 1280 acres from Whiting and McMahon plus the waterfront reserve from the Crown and carried out subdivisions of Coal Point and Kilaben from 1891. The area has a reputation for being a high socioeconomic demographic, which relates to the initial historical subdivision of the Toronto Estate by the Excelsior Land Investment and Building Company. The creation of this estate required the resumption of the 100 ft waterfront reserve that encircled Lake Macquarie. Five reserves were created on Coal Point to compensate for the loss of public land. The Toronto Estate was marketed to the well-to-do of the time.

Transport By the late 19th century, ferries were running from Speers Point. When the railway was extended to Toronto, a regular ferry service operated to Coal Point and Carey Bay. During the 1920's the ferries made 4 trips per day Sunday to Friday: 6 trips on Saturdays.

Did you know that Coal Point actually has two Points - Skye Point and Coal Point. Skye Point was one of the names given to Threlkeld's Estate (Reid's Mistake). It may have been reminiscent of the Isle of Skye in Scotland. One of the earlier roads, Skye Pt Rd runs to the end of the Point and was surveyed in the 1891 subdivision by the Excelsior Land Co.

Ray Kiely



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

Q4. Is there a favourite memory of your time spent in the CD?



Just a whisker behind Halletts is my favourite cruise. This cruise, in October 2011 had only six boats which meant that at all happy hours, meals ashore, excursions on *Warialda* and indeed every activity had room for all. On returning to LMYC I made the comment any six boats in the CD fleet could have made it equally enjoyable, but before that cruise in October 2011, it was a big year for Division activities outside the Lake.

In February, Pittwater was invaded by pirates from Lake Macquarie. After this the fleet dispersed with most going home but a few stayed and strayed. *Weatherornot* (Ernie and Carolyn) and *Stylus* (Bob and Sue) went upriver. *Saaremaa* (Michael and Anne) and *Pete's Dragon* (Pete and Kate) to Gosford, and *Warialda* to Woy Woy after which these last three boats went to Sydney, to see the two Cunard Queens, QE1 and QE2 enter Sydney Harbour.



QE2 Exits Circular Quay and in the Eastern Channel at 8 Knots

They were due to enter about 0600, still dark then, but they were a little early and were well down the Harbour. At this point both *Saaremaa* and *Pete's Dragon* went home, whilst *Warialda* chased after them.



March saw a cruise to Newcastle Harbour and NCYC with ten boats participating in this St. Patricks Day event and at the same time *Krackt* (Robert and Karen) were circumnavigating Tasmania and in June they departed for Noumea and Vanuatu.

At Easter (late April), *Isis* (Andrew and Dee), *Calysta* (Derek and Leanne), *Stoked* (Fred and Maureen), *Saaremaa*, (Michael and Anne) and *Stylus* (Bob and Sue) cruised to Port Stephens, and among other things, celebrated Anzac Day in Fame Cove, and a little earlier in April, *Warialda* cruised up the Hunter River to Morpeth, then into the Patterson River up to Hinton and the Victoria Hotel, a great destination. It is the oldest pub operating in NSW, and still a great and well patronized watering hole. Further afield, *Dream Catcher* (Joe and Helen) were in the Pacific, the last leg of a circumnavigation. In May they were in the Galapagos.



Warialda in the Patterson River at Hinton.

Not much time for holding hands in 2011!

This picture (2012) tells it all, but it only got better. At an earlier event at Styles, we met Linda and Graeme who invited us to have a nightcap on their yacht later. I don't remember the details, but before going out to *Sundowner* we stopped off at *Warialda* for a quick drink and loosen up. John was with us on this cruise which came in handy later. Whilst on *Warialda* it was established that Linda didn't mind a glass of port and that it was Bob's favorite (Still is). Once on-board *Sundowner* Linda produced a bottle of port, tossed the cork over side and she and Bob promptly started to demolish it with a little help from Graeme, John and me. How John and I got Bob back to our boat, out of the dinghy and into his bed I don't know. He was literally legless and giggling nonstop. I wondered what sort of mob I was mixing with! But it was the beginning of a great and cherished friendship with Bob and I becoming Linda's "Boys."



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Sundowner would eventually be replaced by a Lagoon 39 catamaran, *Zephyr*. The hospitality on this boat was far more sedate and subdued (I believe).

The Ivan Irwin Cruise to Sydney, October 2011 started for us at the Swansea Bridge where we followed a yacht, *Cooleen* out. *Cooleen* was new to me. A female voice logged on and as she did so I thought, this girl has done this before. She was clear, she was precise, and she exuded confidence. Over the next two weeks I would find a lot to admire in the crew of *Cooleen*, Ray and Frances Smith.

The cruise was co-ordinated by Ray and Beth Dawkins, and the story of the cruise written for Cruiseletter by Linda. Participating yachts were *Cooleen*, *Petrouchka* (Chris and Nikki), *Sundowner*, *Warialda*, *Walkabout* (Cenny and Deborah), and *The Wizard* (Ray and Beth)



The sea was kind going down to Pittwater, where we stayed for a few happy days before departing for Sydney, anchoring eventually in Blackwattle Bay for a couple of days. Happy Hours each afternoon, all on one boat, and mostly a seafood menu at other times.

Warialda, *Sundowner*, *Petrouchka*, anchored in Blackwattle Bay

Leaving Blackwattle Bay, we meandered along to and up the Lane Cover River, marveling at the ever-changing views. We idled out of the Lane Cove River and then wound our way into the Parramatta River and coming to anchor in Hen and Chicken Bay, off the Quarantine Reserve and surrounding grassy park. Funny place for a QS. Happy Hour ashore. The following day we ventured back into the Harbour and through to Middle Harbour, through the Spit Bridge (or in *Warialda's* case under the bridge).

Now, this is from Linda's article "Once we negotiated the Spit Bridge we headed for the calm waters of Sugarloaf Bay where we were spoiled for great anchorage. This is where we tucked in for the next two nights. Surrounded by National Parks this area was a treat to explore, and so we did in style with the captain and crew from *Warialda*. *Warialda* hosted us all for a few hours around the fantastic deep tree-lined bays and visiting the many iconic areas such as Bantry Bay, Seaforth, Castlecrag and other surrounding suburbs" On one occasion, when we (*Warialda*) returned to Sugarloaf Bay a little later than the others we found Linda sitting in the dinghy minding the last Pink mooring for us. A nice and thoughtful touch.

Departing middle Harbour we headed for Towlers Bay. Linda continues "After a great rest at Towlers, the next day we were all ferried by *Warialda* to RMYC for lunch and the odd glass of wine or beer, after which *Warialda* took us on another sight-seeing tour of the popular bays of Pittwater". Beth was the tour director, and we went a fair way up McCarrs Creek and then inside Scotland Island to Elvina Bay, all with a running commentary. In Lovett Bay, Beth pointed out a sandstone bungalow buried deep amongst the trees which was built for Dorothea McKellar in 1925. It sold recently for \$6m.

Passing Morning Bay, Beth pointed out the general area up in the hills where the Petrovs lived after the so-called Petrov Affair of 1954. In a subsequent PWC, a visit was made to that house. Then onto Coasters where we rocked and rolled all night, and as the BOM promised a southerly for the morrow, we all went home.

Linda's summation, "Once again a very successful cruise being blessed with good weather and wonderful cruise club members made for happy memories for all".



For Your Calendar



July 10th

General Meeting LMYC Marquee

Guest Speaker Mike Smith - boat builder -Golden Globe Race

July 15th-17th

Outing....Lake Cruise - **Ladies Take the Helm!**



August 14th

General Meeting LMYC Marquee

Guest Speaker TBA

August 18th-20th

Outing TBA

Thankyou!

Ralph Asquith

Tony Austin

Ray Kiely

Rod MacKay

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



2018 Swinging 60's Cruise

In August the Cruiseletter you receive will be the 400th Edition!!

As a celebration of this mighty achievement there will be a look back in time at some of the fantastic Pittwater Cruises that have helped make our fabulous Division the fun organisation it is today!