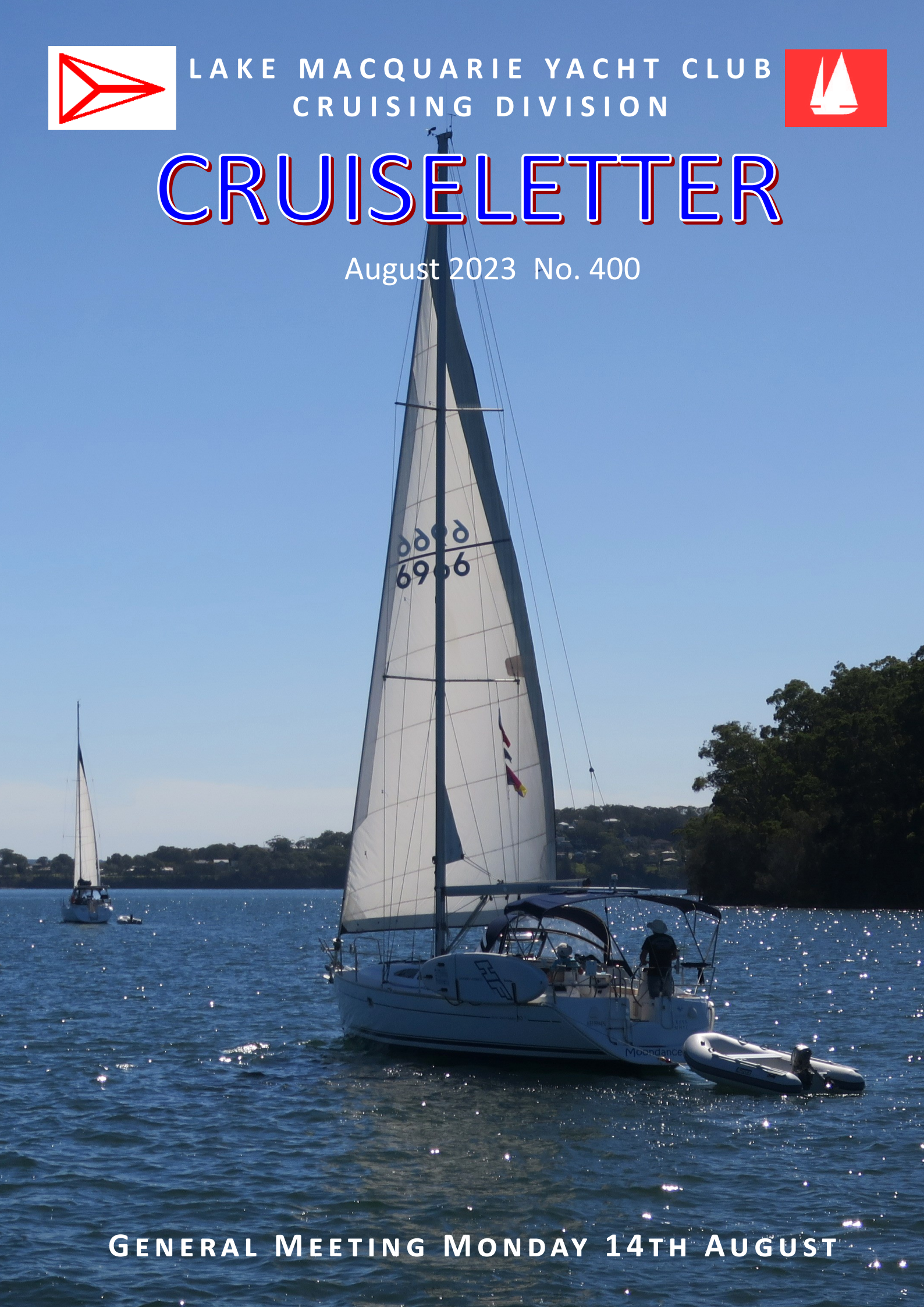


LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION



CRUISELETTER

August 2023 No. 400



GENERAL MEETING MONDAY 14TH AUGUST

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Skipper's Report

Ralph Asquith



This is our 400th edition of the Cruiseletter (time and tide wait for nobody). The Cruiseletter has always been a vital part of the CD as many of our members are not able to attend our monthly meetings. While Facebook has proved to be a great way to share day to day plans and experiences, the Cruiseletter still has a vital role to play in recording our history and major activities. It is also helps to promote the CD to the wider membership of the LMYC and sailing community. Thanks to all the hardworking editors and contributors over the years.

Several of our CD members are highly respected and very active members of Marine Rescue Lake Macquarie. I am delighted to report that Anne Shirtley recently received a Unit Commander's Commendation for her outstanding efforts during a recent complex search and rescue operation.

Other News Channel

We are very hopeful that the channel will be dredged in the next few months (some hurdles still exist) however we still need to continue the pressure for a long term solution (permanent dredge and pipeline to Blacksmiths Beach) by contacting the minister for transport using the following link <https://www.nsw.gov.au/nsw-government/ministers/minister-for-transport>. Compliment them on the progress with the temporary dredging but emphasise the need to permanently keep the channel navigable. Copy to your local member.

Safety Audits

Safety is one of the key objectives of the LMYC CD and therefore we are asking all members to participate in the audit process to help identify any safety related issues on our yachts. Our auditors are experienced yachtsman who provide this valuable service free of charge to the members and I thank them for their service and encourage all members to participate.

Sydney Boat Show

Members have expressed interest in attending the Sydney boat show which will be held from Thurs 3-Sun 6 August. The committee has suggested the following plan:

Attend on Friday 4/8/23 (as it is less busy than the weekend) and travel by train. Apologises to those who must work.

Meet at Wyee train station to catch the 8:29 to Central which will get us to the show around 10:45.

Individual members can arrange to carpool from the eastern and western side of the lake.

Lunch at the show

Train back at 15:15 (change at Gosford) and arrive at Wyee 17:12.

Let me know if you are interested or simply meet us at the train station.

CD Motto/Slogan and Logo/Pennant

I would like to introduce a short motto or slogan to describe what the CD is all about. I remember when I first thought about joining the CD, being confused about the purpose of the division and having a motto/slogan will help in this regard and attract new members. Some suggestions so far "Safe Friendly Sailing" or "Safe Social Seamanship". I would welcome further suggestions. Some thoughts also that our CD logo/pennant needs an update to reflect our current fleet (although I also respect the tradition of our current ketch design and wouldn't dare suggesting a catamaran!). Maybe some of our more artist members could come up with suggestions to put forward to membership.

Cheers and safe sailing. Ralph

Safety Officer's Report

Tony Austin



June was not a good month for a Bolton Point family. A 43 year old, highly experienced solo fisherman, did not return home from what should have been a glorious day out on the water. When he failed to arrive home his family contacted Marine Rescue Lake Macquarie. This call ultimately launched a massive air and sea search that went on for many days. His 4.8m runabout was recovered some distance offshore but no trace of him has been found despite the involvement of multiple agencies—Water Police, Marine Rescue, the Australian Defence Force, friends and family. The families tragic loss is made so much worse by not knowing what happened to him and the failure to recover his body.



While it is too soon to know exactly what occurred that day it does raise some important issues for us to consider when planning our next trip offshore. Maritime NSW mandate that we carry a range of emergency survival aids ranging from EPIRBs to life jackets and signalling devices such as whistle, lights, radios and flares. These devices all have an important role to play in keeping us safe BUT they are useless unless we can access them when we need them. It is so easy for us to be lulled into a false sense of security when the sun is shining, the seas are calm and everything seems to be going so well. At times like this you feel overdressed in boardies or a bikini!

Unfortunately things at sea are never that simple and things can change dramatically in a heart beat. Unexpected events that can get you into the water can include fires, hitting submerged objects, trying to clear fouled props and falling overboard whilst fishing (or, for the gentlemen, relieving yourselves over the side). If you do not have your signalling devices with you when going overboard then finding you can become an almost impossible task.



As I see it you have two major priorities when travelling offshore regardless of the conditions—firstly to tell someone when and where you

are going. This can be family or, more importantly, Marine Rescue. The second big issue is to be wearing a life jacket at all times when there is the slightest possibility of going over the side. This jacket



should ideally include a location device such as a PLB (&/or an AIS beacon) and some form of light. PLBs are getting smaller and, whilst still relatively expensive, can also be used whilst travelling in your tender, bushwalking, camping, remote driving or for other water sports such as kayaking. Don't forget that many mobile phones are now 'water resistant' and carrying one in a Ziplock pouch gives you access to a very powerful survival tool!

ful survival tool!

So next time you venture offshore give a thought to how you can make sure that, if a disaster occurs, you will be found. Everyone will thank you for your forethought and it might even save your life!

July Outing: Taylor's Bay & Pt Wolstoncroft

Ralph Asquith

Our July on water activity was held 14-16th July at Taylors Bay. We were blessed with near perfect weather on Friday/Saturday, beautiful warm days followed by crisp nights and light winds. Taylors Bay offers a great sheltered anchorage in westerly winds and has the added attraction of being next to Point Wolstoncroft sport and rec camp. Curry was the meal of choice on Friday evening and we enjoyed a great dinner together. I booked the tennis courts for Saturday morning and the very obliging caretaker even supplied tea and coffee. After tennis we walked to the Gwandalan Bowling club and met up with other members (including our Commodore) for a pleasant lunch. Another walk to settle our lunch, followed by rest and sundowners onshore playing "finska". A great fun day followed by a pleasant evening sharing dinner onboard Arkades and Renaissance. Sunday brought a light southerly change and scattered showers so we departed early back home.



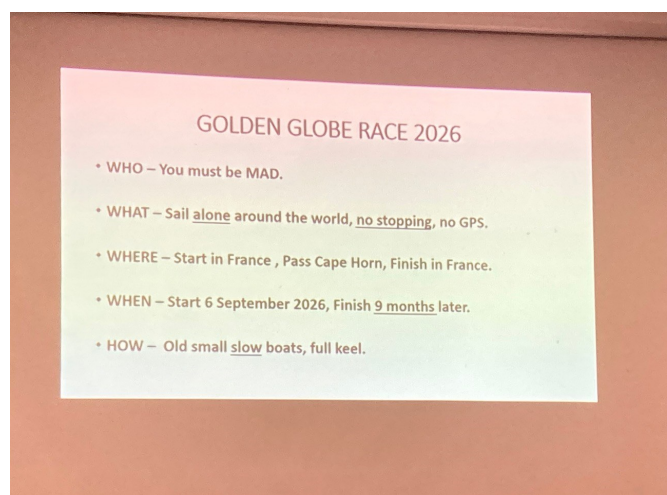
July Guest Speaker: Mike Smith on the Golden Globe Race

Our guest speaker for July was Mike Smith. Mike is a highly experienced blue water sailor who has always dreamed of completing a solo circumnavigation using a traditionally designed yacht unencumbered by modern technology. He is currently building a Suhaili replica yacht (a Willian Atkin design of 9.8m LOA) that is best described as being 'extremely spartan'. The boat is being built specially so Mike can compete in the 2026 Global Globe Race—a unique event where solo sailors race non-stop around the world whilst limited to the technology used in the inaugural race of 1968.

Mike gave a great presentation that covered the most recent race (which, after 30,000 miles and 9 months, finished this May) along with the challenges of making his own boat. It is a massive undertaking and Mike was both open and frank in outlining the challenges that lie ahead of him.

For more information on Mike and the Golden Globe Race see:

<https://www.mikeggr.com/home/index.php>



Origins of the LMYC Cruising Division



In September 1985 a group of people interested in cruising on Lake Macquarie decided to form a cruising group unattached to any specific club. Its aims were to bring together cruising sailors of Lake Macquarie to promote sailing skills, seamanship, safety and to encourage non-competitive coastal and offshore sailing.

As interest grew it was recognised that the possibility of remaining as an independent group was not practical, therefore the Board of Lake Macquarie Yacht Club was approached and the request was made for LMYC to be the host club for the Cruising Group. It was necessary for members of the Cruising Group to belong to a club that was affiliated with the NSW Yachting Association, thus it was thereafter known as the Lake Macquarie Yacht Club Cruising Division.

The first formal meeting of this newly named group took place in February 1986. There were 30 persons present and it was determined that the Cruising Division

- would be an autonomous body separate from the Lake Macquarie Yacht Club
- that a proposed sailing program would be presented to members
- a pennant was selected being a white 30cm square with a red 15cm square in the centre
- the annual fees were set at \$10 per boat
- a newsletter would be distributed each month
- and a monthly meeting would be held on the first Monday every month.

Interestingly this was to be a social meeting commencing with a BYO BBQ at 6.00pm followed at 7.30pm with the formal meeting - which would include a guest speaker, films, seminars or other special features.

In 1986 there were 38 boats on the Division's register and the bank balance stood at \$197.

The Division quickly grew and by 1987 the Cruising Division's register listed 61 boats as members which was made up of 35 vessels under 30', 22 between 30 and 40' and 4 boats over 40'.

A quick count of how 2023 numbers stand reveal that these days on the CD register there are 83 boats: 8 boats less than 30', 42 boats between 30-40' and 33 boats longer than 40'. Whilst we know size doesn't matter it is a sign of the times!

From its earliest days the aim, and indeed desire, of the Cruising Division was to enjoy blue water sailing. In 1997 offshore cruises included the Annual Cruise Pittwater, two overnight cruises to Newcastle, a run up to Grafton for the Jacaranda Festival and an unofficial sail to Lord Howe Island.

Whilst plans are always made to continue this great tradition of offshore cruising, recent years of ongoing problems with the Swansea Channel have limited the Division's ability to do so.

One of the most enduring outings is indeed the Annual Pittwater cruise - with the hope this will again happen in 2024 some wonderful memories from Cruises past follow.....!

Information taken from History of the LMYC CD by Mike Collins

The famous (Infamous??) Pittwater Cruise has long been the highlight of the CD calendar... Looking forward to 2024 - wonder what will next year's theme be!?!



2009 The Love Boat Cruise
'What were you wearing when the boat went down?'

2010 Hawaiian Cruise



2011 Pirates of the Caribbean Cruise
Aaaarghh!!



2012 Mediterranean Cruise
So much scope here....!



2013
Rock n Roll
Cruise



2014
True Blue
Cruise
Aussies all!



2016
Super Hero
Cruise



2020
Outback Cruise
G'day mate!

A Glimpse Back in Time - Wangi Wangi Point

What's in a name? The word Wangi has been translated variously as water, night owl or dark green tree so that Wangi Wangi would mean place of much water, many night owls or many dark green trees!



Early settlers and fishermen used the word to mean 'peninsula' and Point Wolstoncroft was called "Little Wangi". Captain Dangar's 1826 sketch of the Lake marked Wangi Wangi Point as "Wonde Wonde", however there is no explanation of the marked difference between spelling and pronunciation.

With its protected bays and abundant wildlife this area was an obvious dwelling place for first nations people prior to colonisation and there is evidence of campsites to be found on Wangi Wangi Point.

European History Early Land Grants: In September 1829 Edward Cory of Paterson **was granted** 560 acres, which covered the whole of the Point. Cory however did not proceed with planned development at Wangi as he already had large land holdings at Paterson and in time it became a haunt of cattle thieves because of the ease with which the cattle could be penned on the peninsula. D.R. Israel bought the land about the turn of the century. Until 1916 a market garden run by Chinese residents, on the site of the current Wangi Workers' Club, and a vineyard were the only permanent residences. There was a tollgate near Lakeview, where a 6 pence entry fee was charged.

Early Subdivision: First subdivision was declared on the 1/2/1916. Newcastle businessman D.R. Israel formed the Wangi Wangi Development Company and began to subdivide in 1916. Fortunately a reserve had already been declared over the area at the actual Point in 1897. A 100 ft reserve was also placed on the entire foreshore. Early sales were mostly for weekenders.

With the development of the Cessnock coalfield, Wangi became a popular Christmas camping spot for the miners. A tent city sprang up along the shore of the bay during December and January when the mines were closed. The Company continued to subdivide, although sales were slow during the Depression.

Early Industries: Tourism was developed by D.R. Israel, using his three ferries. There were three wharves: at Lake View, Wangi Wangi and Wangi East, and baths were constructed nearby. There was a guesthouse at Lake View.

Early Transport: The few roads were so bad that most people caught the train to Toronto and the ferry to Wangi. There were three ferries: the Wangi Wangi, Wangi Pioneer and Wangi Queen, bringing provisions and passengers.



Development of Wangi Wangi: During the Depression many people lived in tents and shacks at Wangi, eking out the dole with fish and rabbits. The first school opened as a provisional public school in September 1920, a Post Office in 1923 and a bus service finally connected Wangi with Toronto in the late 1930's. Wangi Power Station was begun after World War II by the Railways Department and completed by the Electricity Commission in 1958. In 1954 a branch line connected the Power Station with Awaba State Mine - this is now no longer in operation.

The renowned artist, Sir William Dobell, moved to his family's weekenders at Wangi in 1945 after winning the Archibald Prize which led to the subsequent court case challenging his depiction of good friend Joshua Smith as a 'portrait'. A well loved local identity, he had his favourite table at the Wangi Hotel and was a regular visitor! He made Wangi his home until his death in 1970. The house is now a museum.



Joshua Smith by
W Dobell 1943



Update from our roving editor

Fred and Maureen are currently exploring FNQ and the Cape York Peninsular in their new campervan. They sent this message through a few weeks ago on their way north:

Hi Tony

Attached are a few photos from Tin Can Bay. We called in to say hi to the volunteers at Coast-guard and thank them for their cover (on our previous NQ trips!) and for their continued watch on the conditions for the notorious Wide Bay Bar.

They run three radios-monitoring channels 80, 82 and 73 and have a landline connection for channel 16 (for better reliability) which covers a huge area of coastline from The Seaway north. Tiny base with an enthusiastic group of volunteers!



Man Overboard—Some Recovery Options

There are various methods of safely retrieving someone who has inadvertently left the boat but the ease and safety with which this is done has many variables.

Having spent my entire life on the river I've never seen this wonderful important safety trick....I hoisted many people out of the water and killed my back ,but this is special..hope this helps someone someday!



This recently popped up on Facebook and whilst simple and probably effective (all you need is rope and available tie up points) if the 'man' overboard is injured, weak or unconscious there are some obvious difficulties.

A major obstruction in this scenario are the lifelines which grace all our vessels. They can pose a problem when trying to board a boat tied up to the jetty let alone climb out of the water. Do you have a gate or an easy means to loosen (or drop) your lifelines?

Still - in times of emergency a piece of strong rope is always a 'go to'!



This more elaborate system was advertised for sale on Deckee's website and is certainly a jump up from a length of rope.

Once again working from the side (so much safer than the stern!) this system not only allows for various levels of strength, ability and physique but utilises the mechanical



advantage of halyard and winch to assist the person on board.

All said and done it's much safer to stay on board but come summer when you're enjoying a swim in the lake it may be a worthwhile exercise to see how easily you could recover your sailing buddy from the water!

For Your Calendar



August 14th

General Meeting: LMYC Bridgedeck Room at 7pm. While there are no formal COVID restrictions in play at present, members are encouraged to wear masks if they so desire.

Guest Speaker: **Lightning protection for boats—Tom Parkinson.** Tom is an electrical engineer specialising in lightning protection.

August 19th

Historically the weather God's are never kind to the August on water activity with several years of forced last minute cancellations. This year we are doing something different.....

Visit to Marine Rescue Lake Macquarie (Swansea Heads). Starts 10.00am.

Radio Training: Get some 'hands on' experience in the privacy of the MRLM Training Room

CPR Refresher Training: Chris Cahill will help us get back up to speed with the current CPR protocols. Please note: this session is not recognised for First Aid Certification.

Automated External Defibrillator (AED) Demonstration.

These devices are now appearing in many public places and can be real life savers. Whilst it is very easy to use an AED it never hurts to have some prior experience. You might just save a life!

Presentation of CD annual donation to MRLM

Lunch at Swansea RSL



September/October—Cruise to Newcastle (subject to satisfactory channel dredging!!)

November/December—Cruise to Port Stephens/Broughton Island

Thankyou!

Ralph Asquith

Tony Austin

Mike Collins

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

