

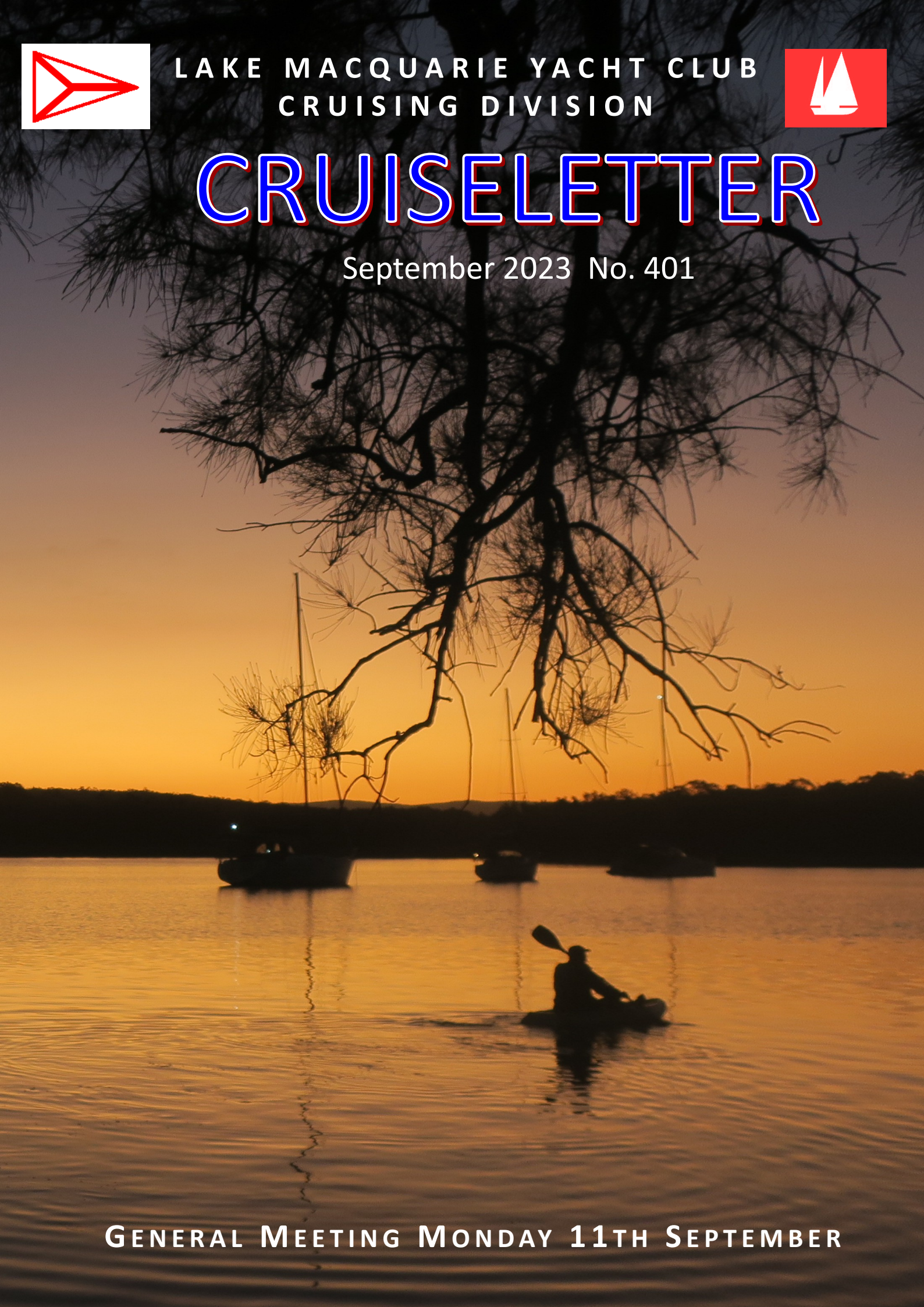


LAKE MACQUARIE YACHT CLUB  
CRUISING DIVISION



# CRUISELETTER

September 2023 No. 401



GENERAL MEETING MONDAY 11TH SEPTEMBER



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#### Committee

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*Any articles for the Cruiseletter can be sent to the Cruiseletter Editor, Maureen Seysener, preferably in MS Word format. [seysener@gmail.com](mailto:seysener@gmail.com) (0438752561) by 25th of each month.*

*Please address all letters for the Cruising Division to:*

LMYC CRUISING DIVISION  
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# Skipper's Report

Ralph Asquith



August kicked off with a visit to the Sydney boat show on Friday 4<sup>th</sup> August. We took advantage of the senior's travel pass to catch the train to central and then the light rail to the Darling Harbour Exhibition centre and arrived at around 10:30. First we headed to the on-water boat displays which essentially split the group up depending on the vessels that interested you the most. Personally I was interested in exploring the new Leopard 42 Catamaran but decided in the end the price tag did not invite an upgrade from my beloved Leopard 40 "2Dream". After coffee it was off to investigate all the boat equipment and toys in the main pavilion. Probably could have spent days in there but fortunately we set a deadline to catch the train home at 14:30 (allowing enough time for a quick ale at central station).



Due to the predominance of strong westerly winds in previous years August on water events, it was decided in advance to replace the event this year with a training day at Marine Rescue Lake Macquarie. Sure enough Friday 18<sup>th</sup> August delivered us gale force westerly winds although they did drop over the remainder of the weekend. We presented Marine Rescue with a donation of \$500 and then did training in CPR (thanks to Chris Cahill) and 2-way radio techniques using the marine rescue practise radios (thanks to Anne Shirtley). A pleasant lunch was then enjoyed by all at Swansea RSL club.



Our guest speaker for August was Tom Parkinson who is an electrical engineer at Power Control Engineers, specialising in lightning protection. Tom explained in detail how lightning is formed and strategies that can be employed to help prevent damage to our yachts. A copy of the presentation is available on the website.



Tony Austin gave us an informative update on the NSW Maritime Handbook and the dangers imposed by rogue waves and how to avoid them.

## Upcoming Events

Our next members meeting will be on 11<sup>th</sup> September 19:00 (dinner beforehand at 17:30 if desired). Guest speaker Jarryd from Macquarie Moorings talking about moorings and other services they provide.

Next on water event will be the LMYC sail pass on Saturday 2<sup>nd</sup> September midday at the club. Suggest you arrive 30 minutes beforehand so that that we can assemble in an orderly fashion. Please decorate your yachts (and yourself in Hawaiian shirts) to be eligible to win prizes. The club is organising some discounted food and beverage after racing (say 4 pm).

We will arrange some events outside of the lake as soon as the channel is navigable.

## Other News

### Channel

Dredging of the channel has finally commenced and is expected to be finished by the end of November 2023 (although we have heard that we should be able to navigate it well before that date).



We still need to continue the pressure for a long term solution (permanent dredge and pipeline to Blacksmiths Beach). Please contact 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. The audit process is being reviewed with the objective of alleviating any disputes by putting the responsibility for safety in the hands of the owner/skipper of the vessel whilst fulfilling the divisions/clubs safety and education objectives.

### CD Slogan Motto and Logo

We have adopted “Safe Social Sailing” as our division slogan/motto and this will be shown on all correspondence and media in the future. We feel this describes what the CD is all about.

At this stage we are leaving our logo unchanged mainly due to the practical point of the large number of burgees with the current logo embossed upon them. I would still appreciate if some of our more artistically talented members could suggest some alternates otherwise you could end up with....!!



Cheers and safe sailing.

Ralph

## August Guest Speaker — Thomas Parkinson

### Navigating the Elements : Lightning Safety for Yachts and Boats

Tom is a Senior Electrical Engineer and Director of Power Control Engineers an organisation which specialises in protection from lightning strikes. Tom presented an interesting and thorough explanation of how and why lightning strikes - most of the time! As Tom explained scientists are still trying to understand how and why electrically charged particles build up and accumulate both in the cloud and on the ground (and water!) before releasing huge amounts of energy usually, but not always, to a high point below.

Tom shared the various methods such as lightning rods or surge protection that can be utilised to protect structures and vessels and the subsequent Q&A time brought up some interesting discussion points.

Protecting our vessels from both hull damage and instrument damage, is always a prime concern - a full account of Tom’s presentation has been placed on the LMYC CD Facebook for those who couldn’t attend last month’s General Meeting. Our great thanks to Tom for sharing his time and expertise.





# August Outing

## Visit to Lake Macquarie Marine Rescue / CPR and Radio Training 19/08/23

Whilst we have visited the LMMR Base before it is always a stunning view when you step out of the car and Saturday 19th didn't disappoint dawning bright and sunny, with the vista from the top of Reid's Mistake (still the official name of the South Head) offering beautiful views of the channel and out to sea.



On entering the Base I noticed a lovely artwork of the original Radio Base as it was prior to the 2020 upgrades that MR crews now enjoy. On chatting with Ross Shirtley it was revealed that the brick structure below the actual radio room was the original signals station, once manned by a Signals Master Officer who would set the appropriate flags to alert mariners as to the condition of the bar. When signal flags were superseded by radio communication, and the building no longer needed to store the collection of flags, the brick structure provided a handy platform on which to construct the new Australian Volunteer Coast Guard Radio Room. As always there is a story behind the picture.



Ross shared that the size of the radio room was determined by the width of the Swansea bridge as the prefabricated building was delivered by truck! Fortunately there were no such constraints on the new base!



We were welcomed to the Base by Ross and Anne Shirtley, both serving members of MRLM, and Unit Commander Jim Wright who gratefully accepted the \$500 donation from the CD from Skipper Ralph Asquith.

Following the formal part of the day it was down to business and participants were split into two groups to update skills in both CPR and marine radio usage.

Chris Cahill led members through new 'rules' surrounding CPR, and the mannequins got a good work out - as did those trying out their skills! Much discussion followed Chris' explanation and demonstration on defibrillators and on the benefits of knowing how to use this life saving device.



During the radio refresher activity Anne and Ross not only reviewed correct basic practice and what happens at the base following contact from a vessel in distress but more importantly ran the group through those oft-unused calls such as Mayday and Pan Pan. While using the radio on board is pretty much second nature for us all in the CD, when faced with a crisis, knowledge of the correct procedure can save minutes and lives.

Our great thanks to Chris, Ross and Anne for their input on the day and indeed to all MR volunteers who give so selflessly of their time to ensure safety for mariners on the lake and out to sea.



*Check out the great template for a MAYDAY drawn up by Tony Austin on CD Facebook page!*

# Safety Officer's Report

## 'Rogue Waves'

Tony Austin



For millennia seafarers have been describing giant waves that seem to come out of nowhere, wreak destruction and then rapidly disappear. The scientists of the day refused to believe these stories – claiming them to be the product of superstition or gross exaggeration. It wasn't until the mid 1970's when wave heights were being monitored by reliable instruments, especially in the oil fields of the North Sea, that it was confirmed that such 'Rogue' waves do exist, albeit they are exceedingly rare. A 'Rogue' wave is now defined as one being over three times the height of the highest average quarter of the waves being experienced at the time. These waves are believed to be formed when wind, current and complex swell patterns come together to generate a single massive (heights over 30m have been recorded) wave that soon breaks and dissipates.

So – should we as coastal cruisers be worried about such waves? Certainly not BUT we should be mindful of the more common causes of larger than average waves especially when we are voyaging close to the shore or islands or attempting to cross a bar. We must never forget the BOM warning that 'wave heights can be twice the forecast height' and rarely much, much more.



<https://flipbook.afloat.com.au/afloat-july-2023-no-399.html>

**NSW Boating Handbook 2023.** This is essential reading for all CD members regardless of their level of experience. Not only does it outline all the rules and regulations that apply to all types of boating in NSW but also has many common sense gems that can guide us towards safer boating. <https://www.nsw.gov.au/sites/default/files/2021-03/boating-handbook.pdf>

As a Sailing Australia and CD boat auditor I have always been uncertain as to how many fire extinguishers should be carried on a cruising boat – looking at Page 48 makes it clear that a minimum of two (2) are required.

The issue of mandatory safety equipment for tenders, whilst not an audit issue, has always confused me. The answer is on Page 56 and it seems that 'a tender is only a tender' when certain conditions are being met. Otherwise it is treated like any other vessel of a similar nature (e.g. powered vessel) and must have the full range of safety equipment for the area in which it is operating (e.g. flares and EPIRB if operating more than 2 NM offshore). While this should not be a problem in the vast majority of circumstances, it could be an issue when visiting offshore locations such as Broughton Island.

The Handbook has a very comprehensive section on life jackets and Page 37 makes it clear that we must carry approved lifejackets even when we are not required to wear them (e.g. then two or more adults are in a tender during daylight hours).

I strongly recommend that you carry a copy of this Handbook when aboard and dip into it every now and then to freshen your understanding of the rules.

## A Glimpse Back in Time - Green Point

Whilst many living on the lake will be familiar with the beautiful foreshore walk on Green Point, which offers expansive views of the lake and a pleasant escape from the busyness of the towns and suburbs that fringe the eastern shoreline, they may not realise that this peninsula wasn't always such an idyllic spot to listen to the birds or stretch the legs!



For a period of over 120 years, Green Point was not only the site of gravel quarries, coal mines, shipyards and commercial jetties but also saw extensive logging of timber used in the mines in the region.

During the 1860's the Hartley Coal Co. leased land on the lake shore near the present Hartley Point, sank shafts, procured equipment, built a wharf and bought two schooners, named West Hartley 1 and 2. Despite being a small operation coal was successfully mined and the schooners were soon transporting coal to Sydney. Shortly afterwards however West Hartley 1 schooner was wrecked at the Lake Heads. Whilst it had cost 800 pounds and the wreck had to be sold for just 50 pounds. Shortly after the West Hartley 2 was also wrecked at the Lake Heads in the great "Cawarra" gale of July 1866, which not only destroyed the vessel but also killed the captain. These losses led to the collapse of the Company and the mine was abandoned, the mineral lease reverting to the Crown.

Before its closure, the Hartley mine had experimented with the production of kerosene from shale and also quicksilver, products which would not suffer the transport problems of coal. An attempt by Mr. Speer of Speers Point and the Hon. John Robertson to re-open the Hartley mine was unsuccessful.



The Green Hills Coal Works also operated during the 1860's and in fact gave the peninsula its name, originating from the owner, John Nixon's other coal mining interests at Maitland and Morpeth. The company sank a shaft near the present Green Point but operations were soon discontinued.

Other Collieries followed including the Cardiff Coal Co. and Belmont Colliery but little production ensued with the latter dormant for most of its lease.

Early Transport on the point was by horse and dray via tracks over the hills or by water. The materials for the first house in the subdivision were delivered by "Fishe Jack" Richardson in his launch because there were no suitable roads.

Green Point has been the subject of many preservation attempts. As far back as 1929 an attempt was made by locals to establish a foreshore park. A recommendation was made to Lake Macquarie Council in 1957 to retain the whole 202ha at Cardiff Point for public recreation.

The land had, up until 1984, remained largely undeveloped because of its history of coalmining. However after rehabilitation work finished in 1984, the area was categorized as a reserve.



An application was made to Lake Macquarie Council for land rezoning to allow for a residential, tourist, and marine development. Almost immediately there was opposition to the proposal. A long running battle ensued between the developer who wanted to develop the site with 600 residential lots and local environmental groups who wanted the land retained as a reserve.



Finally in 1995 a formal settlement was struck, 120ha was to be set aside as a regional park and the remaining 58ha was to be used for residential development. Since then the local council and a team of dedicated volunteers have worked hard to protect and maintain the area.

Green Point Reserve is home to a small littoral rainforest, Forest Red Gum, Grey Gum, White Mahogany and Spotted Gum. Living amongst the gum trees you may see Squirrel Glider, Ringtail Possum, Powerful Owl and Sea Eagles.

*Ref: LMCC History of Lake Macquarie; GPAC History of Green Point.*



## Safety Report - CPR ... DR.....???

At our recent CD outing Chris Cahill led members through a refresher course in CPR.

It was good to revise the basic procedures and experience just how physical the act of giving CPR actually is - reinforcing the point that the sooner you send for assistance the better!

On searching for an image to include in the Cruiseletter I came across two additional versions to the traditional DRABC chart.

The chart Chris used in the exercise included an extra letter 'S' - *for send for help*.

This was not in the original mnemonic but made perfect sense once we tried our hand at compressions!

Also added to the older version is the letter 'D' - *for attach defibrillator*.

These simple, fully automated devices are becoming increasingly common and are widely recognised for their potential to save lives. It was good to learn that if a defibrillator is used when the patient's heart is still beating no harm will be done!



Another chart discovered on the internet included yet another letter - 'N' - *for Nalaxone*. Nalaxone is a medication approved by the US Food and Drug administration (FDA) designed to *rapidly reverse opioid overdose*. Given that 1 Australian dies every 4 hours as a result of an opioid overdose - either deliberate or unintentional - it may become a permanent feature on all resuscitation charts.

Our thanks to Chris for his very thorough and comprehensive revision of this important skill.





## Do You Know Your Marks?

Next time you take on the challenge of the Channel and come face to face with the dredge will you know what to do?



From the horses mouth ..... NSW Transport Dept.

*Work has started as the NSW Government prepares to dredge the Swansea Channel for the summer boating season.*

*GPM Marine have been appointed to carry out the dredging. Work will begin to remove up to 30,000 cubic metres of sand from the Swansea Channel bed via two dredging campaigns to create a safe, navigable 30-metre wide channel for boats.*

*Dredging will occur in the Main Channel of Swansea Channel east of Elizabeth Island. Our aim is to get the first round of dredging work done by the end of November prior to boating summer season.*

When approaching a dredge it is important to know the navigation markers displayed on the vessel.

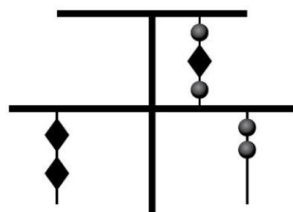
Dredges display shapes or lights to indicate that they have a limited ability to manoeuvre - **diamond-circle-diamond in a vertical line** during the day or **red-white-red lights** at night.



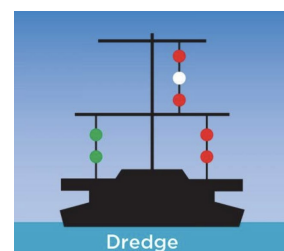
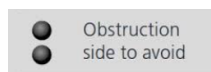
Dredges also indicate the side where it is safe to pass - **two green lights or two diamonds in a vertical line**. (*diamonds are a sailors friend - thus safe to pass!*).

The side that has the obstruction and is unsafe to pass is indicated by **two red lights or two circles/balls in a vertical line**.

By day.....



By night.....



Work barges also display a red flag and a yellow flag to signal to passing vessels to reduce their wash.



*It won't only be yachties who need to be wary of dredges in the channel!*

# For Your Calendar



## 2nd September

### Official Start to LMYC Sailing Season

Dress up your crew and your boat and join in the sail past. Gather at LMYC around 1130 ready to fall into line behind 2 Dream to take the salute!



## 11<sup>th</sup> September - General Meeting

Next members meeting will be held in the LMYC marquee starting at 1900 - a table will be booked at Crusoe's for 17:30 for those wishing to gather beforehand.

Our guest speaker will be from Macquarie Moorings talking about moorings and other services they provide.



## 29th-30th September *(in lieu of the usual mid-month on water activity)*

**Lake Outing** - we have invited our racing fraternity to join us on cruise over the weekend.

**22th -27th October - Annual Ivan Irwin lake Cruise** - 5 glorious days on the lake -mark it in diary - one not to be missed!

**September/October** — Cruise to Newcastle dependent on channel being navigable.



**November/December** — Cruise to Port Stephens/Broughton Island  
TBA



# Thankyou!

Ralph Asquith  
Tony Austin  
Chris Cahill

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