

LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION



CRUISELETTER

October 2023 No. 402



GENERAL MEETING MONDAY 9TH OCTOBER

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Cover - PAPALANA leading the way en route to Pulbah following the Sail Past



Skipper's Report

Ralph Asquith



September started with the LMYC sail pass which was attended by around eight of the Cruising division yachts and a multitude of racing yachts. All our yachts were decorated to the nines and congratulations to Simon and Lotte Zablotsky who received a highly commended award for SV Papalana. After the sail pass, we had a leisurely sail down to Pulbah for lunch and then back to the LMYC for a few discounted beverages. A great day and thanks for all that participated.

Our second on water event was held at the end of September to coincide with a non-racing day and an invite to our LMYC racing members to join us. The event kicked off on Friday evening at our regular Styles Point anchorage with sundown drinks, snacks and games onshore. Angela and I were lucky enough to receive an invite for dinner onboard SV Reverie and experience some wonderful food cooked by Gang and Shulan.

Saturday started with a "Pea Soup" fog blanketing the fleet but that soon lifted. Morning tea was enjoyed onboard SV 2Dream and we then had a nice sail down to the south side of Wangi adjacent to the wharf where we watched the AFL grand final and then spent a pleasant festive evening together.

On Sunday morning we managed to have a walk and coffee at Vita's at Wangi before the forecasted strong NW wind hit the lake. A few of the fleet decided to stay for another night to make the most of the long weekend but Angela and I sailed back (in winds gusting to 30 knots) to the safety of our mooring which enabled us to watch our magnificent Lady Knights win the NRL grand final in a thriller. *(Photos of this great weekend on the water on page 5)*

Our guest speaker for September, Jarryd from Macquarie Moorings unfortunately had to cancel at the last moment due to family health problems (he has rescheduled for our next meeting). As an alternative we had a panel talk about what to do in emergencies like fire onboard and rig failure which was quite interesting.

Upcoming Events

Our next members meeting will be on 9th October 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 Ivan Irwin Lake Cruise from Saturday 21st October to Friday 27th October (hosted by Fred and Maureen Seysener). Following the Ivan Irwin Cruise, we will be sailing to Newcastle to spend the weekend at the Newcastle Yacht Club. Please let me know if you intend to join the Newcastle cruise as I need to book the berths and dinner reservations for Saturday night.

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). Mechanical problems have occurred on the main dredge, but a smaller drag flow dredge has been employed to keep the sand moving. We will keep all informed.

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.

Christmas Party

The quote for our annual Christmas Party (11/12/23) has increased markedly from last year and we are investigating alternatives.

Cheers and safe sailing.

Ralph



Ivan Irwin Lake Cruise



21st-27th October

Time to get organised and prepare your boat for a fabulous week on the Lake!

Cruise organisers guarantee lots of sailing, plenty of time to gather with friends plus time to soak up the peace and quiet of being out on the water.

Anchor in much loved bays, dinghy up previously unexplored waterways, gather for shared meals on board, kick back and relax over a coffee or paddle into the sunset. As always activities will be adjusted according to the weather.

The starting date and gathering place will not change however (*unless there is a hooligan of a westerly blowing!*) so gear up, get ready and join us!

October Ivan Irwin Lake Cruise starting at

Styles Point - Saturday 21st October for Happy Hour at 1600!

(Why not pack a little extra and continue on to Newcastle for the weekend following?!?)



September Outings

LMYC Sail Past - 2nd September

The 2023-24 sailing season kicked off with an impressive parade of vessels from both the racing and cruising divisions at midday on the 2nd of September.

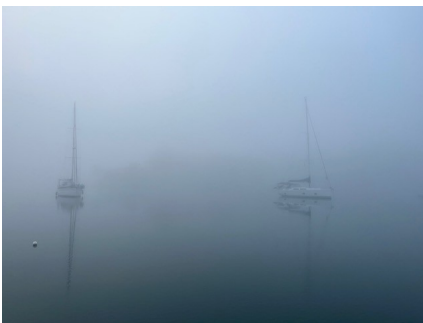
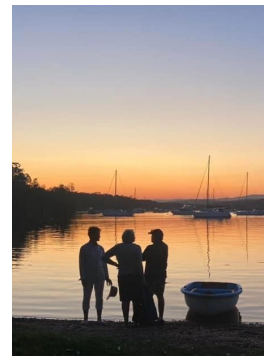
Blue skies and gentle breezes offered perfect conditions for boats to line up to take the salute, with the invitation to 'wear your Hawaiian shirts' taken up with enthusiasm by many crews! Papalana was particularly impressive embracing the tropical theme with gusto!

Following the sailpast the racing division lined up for the inaugural race of the new season whilst the cruisers - true to our name - took advantage of the freshening breeze and enjoyed a 'rollicking cruise' to Pulbah Island, breaking for lunch in the lee of the island before heading either home or back to the club to enjoy LMYC's hospitality.

A great way to start the season and a wonderful day to be on the water again!



Weekend on the Water - 29th-30th September (a weekend in pictures.....)



Balmy afternoon at Styles....
 Pea-souper of a fog!
 Morning tea - 2 Dream
 Lake Mac at her prettiest!
 Coffee at Vitas - Wangi
 and Jodi anchored southside
 Wangi Point

A great way to unwind!

Safety Officer's Report

Tony Austin & Panel



Following a last minute cancellation by the Guest Speaker (Congratulations on the arrival of your newest family member!) it was decided to expand the Safety Brief to become a panel discussion on the best ways to manage two very rare, but potentially life threatening, situations – loss of the mast and fire.

Loss of Mast/Rigging

Several members present had been aboard a vessel which lost a mast at sea. Fortunately, none of the incidents resulted in major injuries but it was universally reported as being a very unpleasant experience. Like many things on a boat, the best strategy is always prevention. Most insurance providers insist on replacing the standing rigging (if it is stainless steel wire) every 10 years coupled with regular visual inspections. This strategy will greatly reduce the risk but cannot entirely eliminate it.

So – what do you do if you lose the mast whilst at sea? If you are a fully crewed racing yacht you might be able to retrieve the rig and/or sails but this would be a very dangerous undertaking for a short-handed crew. In this case cutting away all standing and running rigging is a matter of priority to prevent damage to the hull or fouling of the rudder or propeller. Success in doing this is predicated on having the right tools for the job – stainless steel wire and Dyneema/Spectra ropes are not easy to cut!



Ideally you can release the wire stays by removing the attachment pins. This requires removing the split pins and then hammering out the main pins. In the right conditions this can be quite quick. The next method involves undoing the tensioning bottle screws – a bit more fiddly but usually achievable. If neither of these methods work then you need to cut the wire and there are three main methods – bolt cutters, hack saw or an angle grinder/cutter. Bolt cutters are relatively cheap but you get what you pay for! Curved beak cutters are best but usually much more expensive. Ideally you will try yours out on some old stay wire to prove you can do it. Hacksaws are cheap but you must have the right blades – Cobalt Steel with 18 teeth per inch is ideal. Finally you could have a battery operated cutting disk (nice and thin for stainless) but you must have a method of keeping the drill body dry! Not so easy in a storm!



Finally – don't forget to make sure that all rigging is well clear of the propeller before engaging the engine. You would be amazed at the number of vessels that are lost or immobilised because of lines fouling the saildrive or propeller.

Fire

Fire is one of the most common causes for vessels being lost or written off. While electrical fires are probably the most common cause on recreational vessels, we carry fuel and gas that are even more dangerous because of the risk of explosion. As for rigging failure, the key to safety is prevention. It is very easy to become complacent and not regularly check wiring, battery connections, fuel storage and lines and gas lines and fittings. Ideally everything on your boat has been installed in accordance with the relevant Australian Standard but things do deteriorate over time. Regular critical inspections and a willingness to replace suspect fittings goes a long way to enhancing safety. With electrical wiring the two major issues are the breakdown of insulation (ageing/friction/heat) or corrosion of connections. Short circuits usually declare themselves pretty quickly but corroded connections can generate large amounts of heat that are not as obvious until a fire starts.

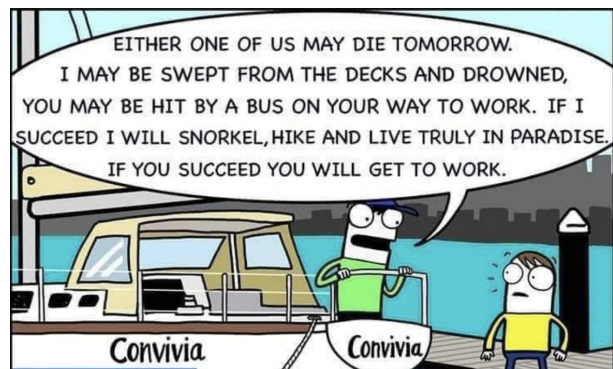
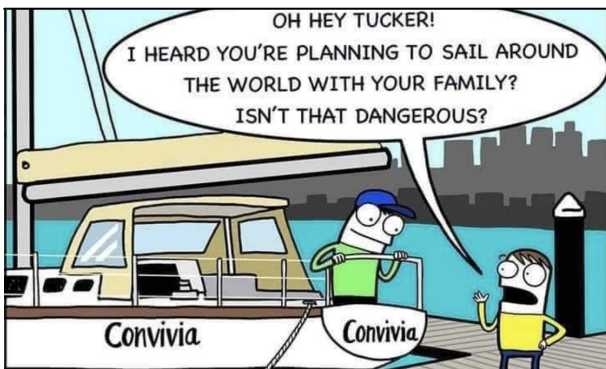
The key to managing fire is twofold – remove the ignition source and suppress the fire. Can you quickly (and safely!) turn off your batteries, generators, fuel tanks and gas bottles? Can your crew do this whilst you are fighting the fire? If your engine space has a special access hole for an extinguisher do you have one with a hose that will fit?



All vessels must carry suitable fire extinguishers that are fit for purpose, in date and serviceable. Extinguishers must be hydro-tested (or replaced) every 5 years and visually inspected every six months. The extinguisher must be accessible from your living space and your thinking must be ‘How will this help me to escape?’ rather than ‘It will suppress the fire so all will be well’ – 1KG extinguishers work for about 10-15 seconds! In the galley a properly used fire blanket can work miracles but you need to know how to use it and you must be able to access it without having to reach across the fire.



There was some great input from the members present and I think we all went home after making a few silent promises to ourselves to be a bit more structured in how we check things.



2024 LMYC CD Calendar

Calling all photographers.....



Nikki and Chris are looking for lots of wonderful photographs for our fabulous CD Calendar!

Look back over the snapshots you've taken this year and send through the best of your boat or the boats of other CD members out on the water.

Been travelling north? We'd love to see where you've been. Any photos of your boat in an exotic location? Send them in!
chris.cahill2283@gmail.com

Remember to check your photo's properties - especially if these have been taken on your mobile phone—to successfully print in A4 size they need to be at least 1mg.

Thanks everyone!

5 MINUTES IN THE CD SPOTLIGHT....

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

Ray Kiely



This is an extract from the Ivan Irwin Cruise to Sydney, October 2011 to re-unite us with Ray and Frances. *This 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.*

Ray and Frances Smith bought *Cooleen*, a 1984 Hunter 34 in 2006, so it was already 22 years old then. But it served them well. They bought it in Airlie Beach and later they would sail it to Cairns and back, and still later to Tasmania for the Van Diemen's Land Circumnavigation Rally. They explored many of the bays and harbours and were away for four months. They raced *Cooleen* at Mannering Park Amateur Sailing, participated in CD cruising and outings. On one occasion after a weekend at NCYC *Warialda* carried on to Port Stephens passing *Cooleen* along the way doing the same. By 2016 she was 32 and showing her age, she was tired.

After many disappointing searches they found a well-equipped Jeanneau Sun Odyssey 379 in Western Australia. She was *Red Cloud*, and with a shakedown cruise up and down the WA coast she and they were ready to sail East, across the GAB, 'thread the needle' in Bass Strait and then home. (For this long and potentially dangerous passage they had extra hands). They were guest speakers twice at CD meetings but there does not appear to be any printed record.



Red Cloud was bought in WA

Ray started sailing at Kurnell Catamaran Club and crewing on racing boats on the Paramatta River. His first yacht was a Cav 26, designed by successful Kiwi designer Laurie Davidson, and was sailed from the Mannering Park Amateur Sailing Club after he and Frances moved to the Lake. Then followed *Cooleen* and last was *Red Cloud* promising a long cruising future, but not to be. Sadly, Ray died suddenly in October 2019.

He was 71.



Ray and Ray Smith

He was first of the four Rays in the CD to depart.

In 2022 Ray Hyslop also died aged 88 — 88 eventful and distinguished years! Raymond Stanley Hyslop OAM, was an Obstetrician and Gynaecologist spending most of his career at Liverpool Hospital where he delivered more than 8000 babies. In another world he was a Colonel in the Army Reserve and served overseas. His wife Helen who introduced him to sailing, predeceased him by six years. At the time she owned *Dream Catcher* a Dufour 11.6 and not to be confused with *Dream Catcher* the globe girdler.

He was good company, always a gentleman and an entertainer *extraordinaire*.

The remaining Rays, life Member Ray Dawkins and me. I went through nine years of school and to the best of my memory I was the only Ray. Quite strange.

We went again to Sydney in May 2017, hoping to take advantage of the fine Autumn weather in a cruise co-ordinated by Fred and Maureen and with Maureen writing a fine article for CruiseLetter (August #335) and with five boats participating. *Zephyr* (Graeme and Linda) already in Pittwater, *Blue Bayou* 11, *Stoked* (Fred and Maureen) and *Warialda* departed the Lake on Friday 5th. with *Pride* sailing from Newcastle. *Blue Bayou*, a Phantom 32 owned by Ian Brown and *Pride*, a Nantucket 33 owned by Duncan and Sandra Burns. I had not previously heard of these two boats and didn't know *Blue Bayou2* much more even after the cruise.



With a stopover in Coasters, we entered the Harbour late Saturday morning and anchored off the now retired Quarantine Station. The prime purpose of these institutions was to stop the importation of infectious diseases which often swept across Europe in plague proportions.



Warialda anchored off the QS

In 1828 prior to the building of the QS, a convict ship suspected of carrying a disease was placed into quarantine somewhere near here. The Spanish 'flu in 1918-1920 would have kept them busy, and it is generally accepted that about 25-50 million people died worldwide and as you walk around, the ghosts of the past will haunt you. The two most feared contagion were cholera and typhus. The fear was justified, and in 1852 the Yankee clipper *Ticonderoga* struck terror into the people of Melbourne, when it arrived crammed with hopeful Government sponsored emigrants, the poorest of the poor, Scots driven off their land, Irish victims of the famine and a few from St. Kilda who were almost subhuman. The ship was savaged by typhus and was banished to an isolated beach well out of the way in Port Phillip Bay. 190 people died, some on the voyage out and some after they arrived in Australia.

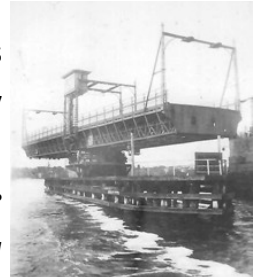
In the afternoon we played Dodgems with the racing fleets, ferries, and countless other weekend boaties. Passing under the Bridge, *Blue Bayou* was swamped by two large motor cruisers whose skippers thought the 15-knot limit didn't apply to them.

Soon though, we were all comfortably anchored in Blackwattle Bay with the Fishmarkets just a short dinghy ride away. The next day Sunday, was a bit of a mix, a walk ashore, a short cruise into the Parramatta River but there was as much traffic as there was on Saturday. Later some tried out Farm Cove as an anchorage, but whilst the optics were good the constant wash from passing vessels ruled it out. Returning to Blackwattle Bay, *Zephyr* and *Stoked* had to move around the corner and found a good safe anchorage in Rozelle Bay.



Pride exits via the now unused Glebe Is bridge. The new Anzac Bridge towers above it,

The next morning *Warialda* was the only boat left in BW Bay and when it was time to leave and join the others at MHYC, the anchor was well and truly fouled. Maureen's report on the cruise contained the following information: "Noxious industries were forced from the City in the 1820's and set around the Glebe foreshore discharging waste, polluting the bays and creeks and causing them all to silt up. Around BW Bay were slaughterhouses, tanneries, copper smelting, pig yards and the infamous abattoir on Glebe Island".



The working bridge circa 1950.

From another source, I knew logs had been discharged here and floated ashore. Unfortunately, some of these sank to the bottom where many still are. We let out all our chain and manoeuvred around 180°, but to no avail. We shortened right up and let loose 330 hp. I thought I would pull the bow off. After about 20 minutes trying everything I could think of, and then contemplating calling MR Sydney to organize a diver, it just came up.

We rejoined the others on the MHYC Marina and looked forward to going to one of the many restaurants at the Spit or the Club itself, but it was Monday and by agreement they were all closed. However, coffee next morning ashore was good fellowship after which we moved out and waited for the Spit bridge to open. Over to our right was Clontarf Beach where in 1868 an Irish patriot or terrorist attempted to assassinate Prince Alfred, Duke of Edinburgh. The Duke and a bystander were only slightly injured but Henry O'Farrell was executed without much delay.

Having passed through the bridge we headed for Bantry Bay. One would be forgiven for thinking after the incident on Clontarf Beach, that any connection to Ireland would be hard to find, but not so. Our proposed destination for today was Bantry Bay, called after Bantry Bay in County Cork, Ireland, and in the adjacent area of Killarney Heights there are dozens of Irish names including that most Irish of names, Tralee Avenue.



A peaceful anchorage and the Explosives Magazine in the background

Bantry Bay remains one of the most secluded and peaceful anchorages and only a few miles from the teeming masses that is the City of Sydney. In 1906 an Explosives Magazine was built on the western shore which guaranteed there would be no further development of the area then, now or in the foreseeable future. The price for this protection is you can't even go ashore because of contamination.

The following day everybody except for the crew of *Pride*, boarded *Warialda* and motored back into Middle Harbor up to Echo Point, berthed at the Roseville Marina to access Echo Café next door. We paid a dollar per foot for the privilege. It was a very good meal and the service first class, but also reflected Sydney prices.

After lunch we re-boarded *Warialda* and moved further up Middle Harbour, passed under the service pipes and wriggled our way under the Roseville Bridge (Warringha Expressway) and continued on deep into Roseville Chase until the depth sounder said we had gone far enough.

We retraced our steps back to Bantry Bay and the three yachts waiting contentedly on their moorings. That was the word I had been looking for, contentment was the mood of the group, it had been a wonderful CD day. And here we were surrounded by natural beauty, isolation, and in a safe anchorage. But today was *Warialda's* day, and I felt good about it.

The following day we began the passage home via Coasters and re-entering the Lake brought the cruise to an end, I can only repeat what I said after the six-boat cruise to Sydney in October 2011. A small number of boats is inclusive where everybody can be accommodated on the one boat. So now I will alter my answer to the question posed by Maureen, *"Is there a favourite memory of your time spent in the CD?"*

The times when we had CD members on board, whether we were just a ferry or sightseeing or host boat for Raft-up Dinners, a coffee or a QLD, these times are most certainly the *favourite memories*.



I have just gulped and spilt red wine on my Henri Lloyd shirt (Gift) after Karen had just told me she had been to a Garden Party at Buckingham Palace!



Coming from RMYC. 12 POB and 12 knots.



Entering Dora Creek and group shot alongside..



Refuge Bay and 28 POB. Who could ever forget it?



: Going to Bobbin Head.

For Your Calendar

9th October - 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 Jarryd from Macquarie Moorings.

21st -26th October - Annual Ivan Irwin lake Cruise - 7 glorious days on the lake -mark it in diary - this is one *not* to be missed!



October 27th-29th Cruise to Newcastle - overnight at NCYC. Dine at the yacht Club and return to the Lake the following day.



November/December — Cruise to Port Stephens/Broughton Island watch for details of this long-planned for cruise - TBA!



Thankyou!

Ralph Asquith

Tony Austin

Chris Cahill

Ray Kiely

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