

LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION



CRUISELETTER

November 2023 No. 403



GENERAL MEETING MONDAY 13TH NOVEMBER

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Cover - *Moondance* high-powering her way to Crangan Bay.



Skipper's Report

Ralph Asquith



Well the weather is certainly warming up and the summer sailing season is upon us.

Our guest speaker for October was Jarryd from Macquarie Moorings who updated us on mooring design and cause of failures. New “environmentally friendly” moorings are being developed and tested but nothing has been mandated at this stage.

Our first on-water event was the Ivan Irwin cruise 21st-26th October hosted by Fred and Maureen Seysener/Chris and Nikki Cahill (a highly experienced and dedicated team). Unfortunately, I was in “dry dock” due to a recent operation but from all reports the event was a huge success (see more below).

The second event was supposed to be a cruise to Newcastle on 27th-29th October but that was cancelled due to a combination of weather (SE 20-25 knots) and uncertainty associated with the Swansea channel. I’m endeavouring to reschedule this event for 17th-19th November (subject to weather and channel).

Upcoming Events

Our next members meeting will be on 13th November 19:00 (dinner beforehand at 17:30 if desired). Guest speaker Sarah Joyce from Mariner Boating Holidays who will no doubt have some great ideas for a yachting holiday in one of their exotic locations.

As stated earlier the next on water event will hopefully be a cruise to Newcastle Yacht Club (the Newcastle Airshow is also on that weekend which will provide additional entertainment).

If the weather and/or channel do not co-operate we will hold an on-water event at Bonnell’s Bay and explore Dora Creek in the tenders.

New Years Eve fireworks at Wangi Wangi.

Pittwater has been scheduled for 24th Feb - 9th Mar 2024 so mark the date in your calendar.

Other News

Swansea Channel

Dredging of the channel has been a stop-start affair due mainly to mechanical problems that have occurred on the main dredge. We have been in contact with the MIDO project manager and he expects the main dredge to be operating early October. They have removed approximately 9,000 cubic meters. Currently there is still a section at the dogleg that is only 1.5m. He said once the big dredge is back that about two weeks dredging will provide a channel of 2.5m depth 30m wide. They will then buoy a channel and continue dredging beside that channel widening it.

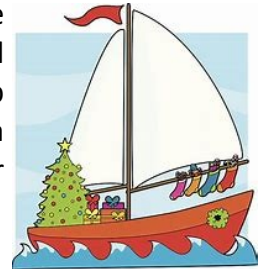
Continue the pressure for a long term solution (permanent dredge and pipeline to Blacksmiths Beach). Please contact the minister for transport using the following link <https://www.nsw.gov.au/nsw-government/ministers/minister-for-transport>. Compliment them on the progress with the temporary dredging but emphasise the need to permanently keep the channel navigable. Copy to your local member and me so that I have a record.

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

We have decided to try an alternative for our Christmas Party to increase social interaction and contain the cost to \$35 (after CD subsidy of \$8) per head (same as last year). The event will be held in the Bayview section of the club (hopefully a little quieter) rather than the Marquee and food will consist of a Grazing board followed by several Chef's Platters and finally by our regular Christmas cake desert. I hope this whets everyone appetite!



Cheers and safe sailing.

Ralph



October Guest Speaker — Jarryd Duffey - Lake Macquarie Moorings.

At the October General Meeting the wide and varied work undertaken by those who maintain and inspect our moorings was explained in depth.

Jarryd Duffey was an engaging and interesting speaker who outlined his involvement in the mooring business and his desire to expand the range of services he currently offers to make owning and maintaining a boat even easier!

With an extensive background in diving, rigging, lifting and dredging Jarryd strives to develop his business offering services such as mast lifts and transportation, waterfront waste disposal, building supplies delivery, engine lifts and removal, mooring pole install and slipway repair. He is currently developing a high pressure water-wash to clean cockpits and unblock drains of the accumulated grot of bird droppings to prevent flooding in the event of water ingress.

As always it was great to learn more about those vital services we rely on to make boat ownership safer and more enjoyable.

Our thanks to Jarryd for a very interesting and informative presentation!



October Outing

2023 Ivan Irwin Lake Cruise - 21st -25th October

Named in honour of a much loved and revered past CD member, the Ivan Irwin Annual Lake Cruise sets out to explore and enjoy our beautiful lake without any pressure of channel navigation, bridge openings, tidal influences or time! With ample nooks and crannies to explore and plentiful safe anchorages to access it is always a popular and relaxing time on the water.

October 21st, Saturday afternoon, saw 10 boats drop anchor in Styles Pt in preparation for a happy hour ashore which was this years kick off point for the 2023 II Cruise.

Crews from *Stoked, Isla Breeze, Migaloo, Elara, Windsong, Seriousleigh, Give & Take, Osprey, Arkaydes, Double Fun*, plus Skipper Ralph and First Lady Angela (who unfortunately weren't able to join us on the water this time round) and 'land-cruisers' Coleen and Ian gathered on the eastern shore of Styles, well protected from the stiff NE. Chairs soon became redundant as people gathered in groups to catch up and look forward to the week ahead.



Sunday dawned bright and clear after a wonderfully peaceful night on board. Departure was delayed until 1000 in anticipation of better breezes to take us north and the wind didn't disappoint! A cracking sail followed as the fleet made its way around Coal Pt and made for Marmong. Conditions changed rapidly as the brisk NW that was providing us with such a great sail was suddenly challenged by an equally brisk SE!



After much rounding up and frantic dropping of sails the decision was made to abandon our planned stop-over at the art gallery and make for the sheltered anchorage in Croudace Bay. With the decision made 1700 saw crews heading towards *Windsong, Double Fun* and *Arkaydes* for a very enjoyable happy hour where no doubt legends were spawned regarding our interesting passage north!

Once again we enjoyed a calm night on the water and woke to cloudless skies and brilliant sunshine. Following the 0900 sched we weighed anchor and headed south to Crangan Bay.



Some days you just strike it lucky and for the next few hours we enjoyed a brilliant sail with the fleet coming together to anchor in one of the loveliest bays on the lake.

Once settled in Crangan Bay most opted for a quiet afternoon while others took the chance to learn more about the capabilities of DSC radios courtesy of Tony and Chris.



A shared meal aboard host boats *Arkaydes*, *Migaloo* and *Stoked* saw friends gather for a pleasant evening of good wine, yummy food and great company!



Day 4 of our Cruise started with glass like conditions in Crangan Bay but with strengthening NE's predicted we weighed anchor around 0930 and made for the western side of Pt Wolstencroft where a very pleasant day - doing nothing much at all - ensued!



At 1600, given we were on a south facing shore, the decision had been made to relocate to Frying Pan Bay in case the predicted southerly decided to arrive earlier than expected.



Fresh breezes (and a bay full of moored vessels) made for some interesting anchoring manoeuvres but once everyone was secure the day finished well with convivial gatherings on board *Moondance*, *Give & Take* and *Osprey* - as always thanks to our gracious hosts and to the creative cocktail makers!



With weather conditions deteriorating it was decided to finish the cruise a day early in order to allow members to safely return to berths and moorings.

The final day of the cruise began with a brilliant sunrise and a building southerly and whilst conditions were a little bumpy Frying Pan Bay proved a safe anchorage for boats and so we headed into shore at Summerland Point for lunch at Olive Tree Cafe. This is a fantastic place for a meal offering a great menu complimented by friendly staff and wonderful service. On top of all this they are totally welcoming of yachties, understanding the difficulties faced when dealing with varying winds and weather conditions.

So despite unusual and challenging winds early in the week and threatening rain towards the end of the week, the time spent together was well worth the effort of packing up and getting out on the water.

Thanks to all crews who participated so enthusiastically— *Windsong*, *Migaloo*, *Double Fun*, *Osprey*, *Arkaydes*, *Seriousleigh*, *Give & Take*, *Moondance*, *Elara*, *Isla Breeze*, *Kombali II* and *Stoked*.



A special thanks to Cruise co-ordinators Chris and Nikki and to all who contributed to discussions concerning changes to itineraries and choices of safe anchorages in some very tricky wind conditions. All in all a great way to catch up with good friends and spend a few relaxing days on the water.

Maureen Seysener - Stoked



Safety Officer's Report

Defibrillators aka AEDs and FAQs

- What is an AED?
- What does it do?
- Can anyone use it?
- When would I use it?
- Could I do any harm using it?



Chris Cahill



AED stands for *Automated External Defibrillator*. It is a device that is designed to detect cardiac arrest due to Ventricular Fibrillation (VF - disorganised useless electrical activity in the heart) and advise /deliver an electrical impulse (a shock) to return the electrical activity in the heart to organised normal activity resulting in the heart pumping blood again.

AEDs are either fully automatic or semi -automatic. The fully automatic version will deliver a shock without the user needing to do anything, whilst the semi-automatic version requires a button to be pushed to actually deliver a shock. Both types give clear verbal instructions throughout their use.

AEDs are intended to deliver life saving defibrillation as soon as possible after a cardiac arrest and to be used by anyone doing “bystander CPR” with little or no training.

If an AED is available when someone collapses and appears to have no heart beat (ie anyone who you would start CPR on) then it should be attached to the patients chest. The self adhesive electrode pads have clear pictorial instructions showing how and where to attach them. The pads need to be attached to bare skin in the correct places which may involve the removal of clothing and occasionally shaving very hairy skin.

The AED will prompt the correct actions with clear commands like - “apply pads to the patient”, “continue CPR”, “stop CPR, analysing”, “do not touch patient”, “shock advised” etc.

You cannot accidentally shock a patient and the machine will only allow a shock to be delivered if it is appropriate. Essentially the machine uses AI to identify electrical activity in the heart and will only advise/deliver a shock if it will potentially revert the heart to proper function.

Unfortunately, unlike the movies, CPR and defibrillation do not always work and not every patient can be saved, but a much higher proportion of people in VF survive if they get early CPR and early defibrillation. More than one shock may be required.

LMYC has been gifted an extra AED which the CD is generously being allowed to carry during CD activities/cruises. It is a semi-automatic AED and is simple to use. There are clear instruction with/on the machine

Attached to the carrying case is an accessory pouch containing:

- PPE - gloves, face shield etc
- Scissors and Razor - for cutting off clothing and removing dense body hair
- CPR pocket Mask for safe CPR breaths



The plan is that the lead boat for any activity will carry the AED and fly the AED flag whilst it is onboard. The skipper is responsible for picking up the AED from LMYC reception and returning it after the cruise is finished.

This is a major safety item and we must ensure that it is looked after and available when needed. You could be the one who benefits.



Mapping Lake Macquarie - our Marine Heritage

Graeme Bishop

The earliest detailed charts of depth soundings of Lake Macquarie were produced by Captain Ernest Snowden Deed, a renowned mariner and Newcastle Harbour Master from 1926-1934.

Captain Deed was born in Warwickshire, England in 1869 and went to sea in 1885 as an apprentice in the clipper ship *Parramatta*. He served on the *Parramatta* for four years in the Australian wool trade and later sailed in a number of other vessels to many parts of the world, including India, the Mediterranean, the Black Sea, China and Japan.



In 1902 Captain Deed purchased a large waterfront allotment at Carey Bay, backing onto Excelsior Parade. The large boatshed he built as a weekend property eventually became known as 'The Camp'. The cottage, situated on the water front at the end of Laycock Street, Carey Bay, is still in use as a B&B and these days is known as "The Captains Cottage".

Captain Deed's contribution to Lake Macquarie's hydrography was a result of his summer hobby of measuring depths. A keen sailor, Deed kept a boat at his lakeside property - an ex-naval cutter from *HMS Powerful* - which he had converted to a 35 ft yawl-rigged yacht which he named the *Black Angel* (later *Seabird*). It was from this vessel that he and his sons, Neville(9) and Ernest(7) took soundings of Lake Macquarie during their summer holidays - the boys swinging the lead-line while their father jotted down the depth measurements on a rough linen chart. The crew was later joined by a younger son, Alan.

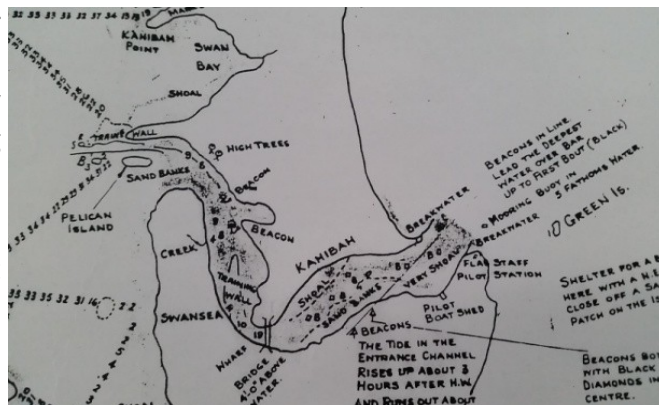


Commencing in 1907, the family set about to permanently record water depths of the lake, which was then sparsely populated and mostly bordered by dense bushland. This project was completed at a leisurely pace and within seven years Captain Deed had produced the first charts of Lake Macquarie.

As well as recording depths, Deed also named many unnamed points around the lake which can be seen on his maps. Snake Point near Valentine was named when young Ernest stepped ashore disturbing a coiled snake, Marjory's Bay (now Chain Valley Bay) was named after Deed's daughter.

This was the standard of hydrography for many years and whilst humble in comparison to modern day navigation aids it was in its day a real boon to fishermen and sailing enthusiasts.

This section of the chart, currently called the Airforce channel, is older than WW2 when it was used by the airforce crash boats. The present channel runs past Swan Bay to Marks Point. The deepest point marked on those maps was off north-east Pulbah Island - a depth of 44 feet.



The full Chart drawn up by Deed is available for LMYC CD members from the Lake Macquarie Boatshed for a \$5 donation.

Based on research by Dulcie Hartley per LMCC Library

5 MINUTES IN THE CD SPOTLIGHT....

Ray Kiely



Can you share with us one of the most memorable / enjoyable passages you've ever taken.

The most memorable are not always the most enjoyable, but with the passing of time the enjoyable are the ones that flood back when reading that question.

They were all undertaken in *Legend*. I kept *Legend* for 11 years and had some wonderful times both cruising and racing, both inshore and offshore. The fit-out compared to 30' yachts you can buy today, was somewhat primitive but better than camping. *Legend*, a Currawong was designed by Peter Joubert, Professor of Engineering at Melbourne University and many aspects of the design reflect his profession. When a number of keels started to separate from the hull of the Farr 38 (11.6) and owners instigated legal proceedings, he was called as an expert witness.

On his designs there were two significant features. The first one was the keel. The boat was laid up in two halves with the fin (keel) as part of the hull. When joined together shaped lead pigs were fitted inside the fin, then lead shot poured into fill the gaps, and finally epoxy poured in thus encapsulating all the ballast into one almost indestructible mass.

Boomerang, a 42' Joubert design was driven onto a NSW north coast beach and lay there for a week at the mercy of the waves and grinding sand, suffering only superficial damage. In 1974 it was bought by Alby Burgin and became *Boomerang of Belmont* on the LMYC Register and sailed thousands of miles, which included races to Noumea, Suva, LHI and many other shorter races. After the Noumea race Bob cruised the New Hebrides, Fiji and Tonga. Alby sold it in 1975. A fair testimonial to the integrity of the design.



Christmas Day, Thursday 25-12-1980 LMYC carpark. Shortly, we would all pile into the Toyota van and be driven to the CYC to join the boat. Clockwise: Wal Russell, Kim Boyd, Adrian Kiely, Bill Watson, Bob, and me. Wal would be the first casualty in the 39 years of the race when swept from the deck of Yahoo II in 1984. Photo by Newcastle Sun. The media gave ample coverage for many years.

Secondly, the mast was stepped on a galvanised steel box girder which sat on the keel and to which the chain plates were attached. These appear to be attached to the coach house but pass through it and flexibly sealed. This allowed a narrower sheeting angle. When the stays and shrouds are loaded it is transferred only to the box girder. On *Legend*, the windows were $\frac{3}{8}$ " thick and fitted in wooden frames, inside the hull, they never leaked.

The race to LHI in 1979 was memorable and enjoyable as was the Coffs race in 1982. The 1980 Hobart race was memorable but not really enjoyable, but that all changed after we finished. The welcome to Hobart Town was memorable in itself.

It is a long way in a little boat, but Currawongs *Zeus II* and *Granny Smith* picked up a first and third respectively in Hobart races.



Legend off Maria Is. Tuesday 30th. December 1980. We would finish the next day, NYE.

Now back to the question.....

On the return passage from Hobart in January 1981 we started with a crew of 5, but by the time we left Eden we were down to 3, Just the 3 oldies of Bob, Wal Russell and me. But our weather was fine with little wind, and we motored quite a lot and called at Kiama to refuel. The following day off Botany Bay a nice breeze came in, on the nose but it allowed us to lay our course. This was *Legend's* best point of sailing and could almost sail herself and we were well north of The Entrance by sunset. The moon came up and for the remainder of the night we sailed a moonbeam, pure magic.



Legend in Constitution Dock. Bob on the stern.



Legend claws her way off Barrenjoey under #2 heads'l and double reefed main.

Or perhaps it might be the last night of the 1983 Pittwater-Coffs race, but on recollection, events leading into that last night are unforgettable.

We started on Saturday afternoon off Lion Is. The light winds overnight were baffling and Sunday morning, after having sailed for about 17 hours things didn't look too bright as we approached Sugarloaf Point (Seal Rocks). A large group of our competitors were parked well to seaward of the last Rock.



To seaward of Cape Three Points, same rig and going nicely but the breeze started to peter out off Newcastle .

Sunday morning found us running under a light spinnaker and from where we could see right through the Rocks, identifying small patches of broken water between and beyond them. Ordinarily we would give them a wide berth day and night, and not see what we could now.



It was our plan to sail through the passage to the left of the last rock on the left. This is the scene.

Sugarloaf Light sits on the bluff which tumbles down to the rocks below and then runs in a chain SSE seaward. Rock fishermen are able to access the land end of the chain, where they fish in the gulch before the next rock. We could see right through this gap and the only broken water was well past it. We shied up and headed straight for it.

The navigator raced below for his camera, squeezing past the cook to do so and who inquired what was going on. He beat the navigator back into the cockpit where he sat without comment. This is the scene, and we were now far too committed, it was sink or swim.

The three or four fishermen lifted their rods to allow us to pass through and we saluted a silent acknowledgement. Once through you could hear six hearts start again and mouths were back to being empty!

Not much later the breeze changed and came off the land and we were back to sailing to windward, but we were able to sail our course. Smooth water and *Legend's* best point of sailing but it wasn't long before it too petered out and we set a spinnaker. About lunchtime someone reported a row of spinnakers further up the course and it was accepted there was another race starting further up the coast, but nobody knew of it. They were under spinnaker and so were we and we were concerned that there would be a period of no wind as we got closer and one wind would fade away. But no, as we got closer, we could see the hulls and they were going the same way, they were in fact the big boats in our race and we were catching them. They were asleep. Jimmy Michilis skipper of *Ali Baba* looked astern, recognised us woke them up with "*Look behind Legend's catching us*"

Clear of Crowdy Head we discussed whether we would go inside or outside Mermaid Rock, inside was tactically the best but in the dark (no GPS then) an element of risk. The cook overhearing the discussion came up into the cockpit. After a while he asked where it was and the answer "Fine on the starboard bow". Later he asked again to which the navigator, pointed out to sea and well behind us. Relieved, the cook went to bed.

We spent most of the last day before the finish trying to round Smoky Cape, little wind, and a Southerly set of 3 to 4 knots. At one point we were caught Port and Starboard with a Duncan 37' and decided to tack and lee bow. It didn't work and he sailed right over the top of us, and we went sideways big time. The cook was heard to say, "I wouldn't have done that".

It was dusk before we were clear, the breeze was just right for *Legend*, albeit from ahead and the set was just as fierce, so it meant hugging the shore which was a long curving beach. Bob and I sailed hour about with the navigator down below with his eye on our Seafarer depth sounder. It was a short tack into the beach and just short of the breaking water we tacked onto port and sailed the long more favourable tack until the navigator called 8 metres, back onto starboard into the beach. This process was repeated all night and by dawn we were abeam of Korffs Islet and shortly after we were in the Harbour and finished, dismayed to find we were beaten home by two ¼ tonners!

We were allocated a berth on the end of the marina, presented with carton of beer and a hand of proper bananas. Once settled we were asked would we mind if they rafted another boat alongside? No problem. But there was, as the boat in question was a brand-new Petersen 30 and it was taking water and in danger of sinking. It all worked out OK and we all had the chance to inspect the interior. What a mess and it probably looked a million dollars at the Boat Show. The two ¼ tonners picked up first and second and we were third.

Both these are memorable, but the one both Bob and I treasure most is our first Lord Howe Island Race, not the race itself but the being there, and with a crew of six, four of whom had never been out of sight of land. We finished early afternoon on the Tuesday, having started off Lion Island the previous Saturday.

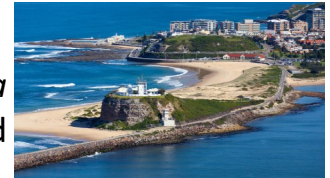


For Your Calendar

13th November - November General Meeting - to be held in the bridgedeck room starting at 7pm. A table will be booked for dinner from 5.30pm onwards for those wishing to share a meal prior to the meeting.
Our guest speaker will be Sarah Joyce Mariner Boating.

November - Cruise to Newcastle - (*dependant on Swansea Channel being open!*) — watch for details of this long-planned for cruise.

Alternate on-water outing will be a sail to Bonnells Bay. TBA



11th December - Christmas Party in lieu of General Meeting

This year as a bit of a change as we will be gathering in the beautiful Bayview area of LMYC for platters of delicious finger food and drinks.



Thankyou!

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

Ralph Asquith

Ray Kiely

Chris Cahill

Graeme Bishop

