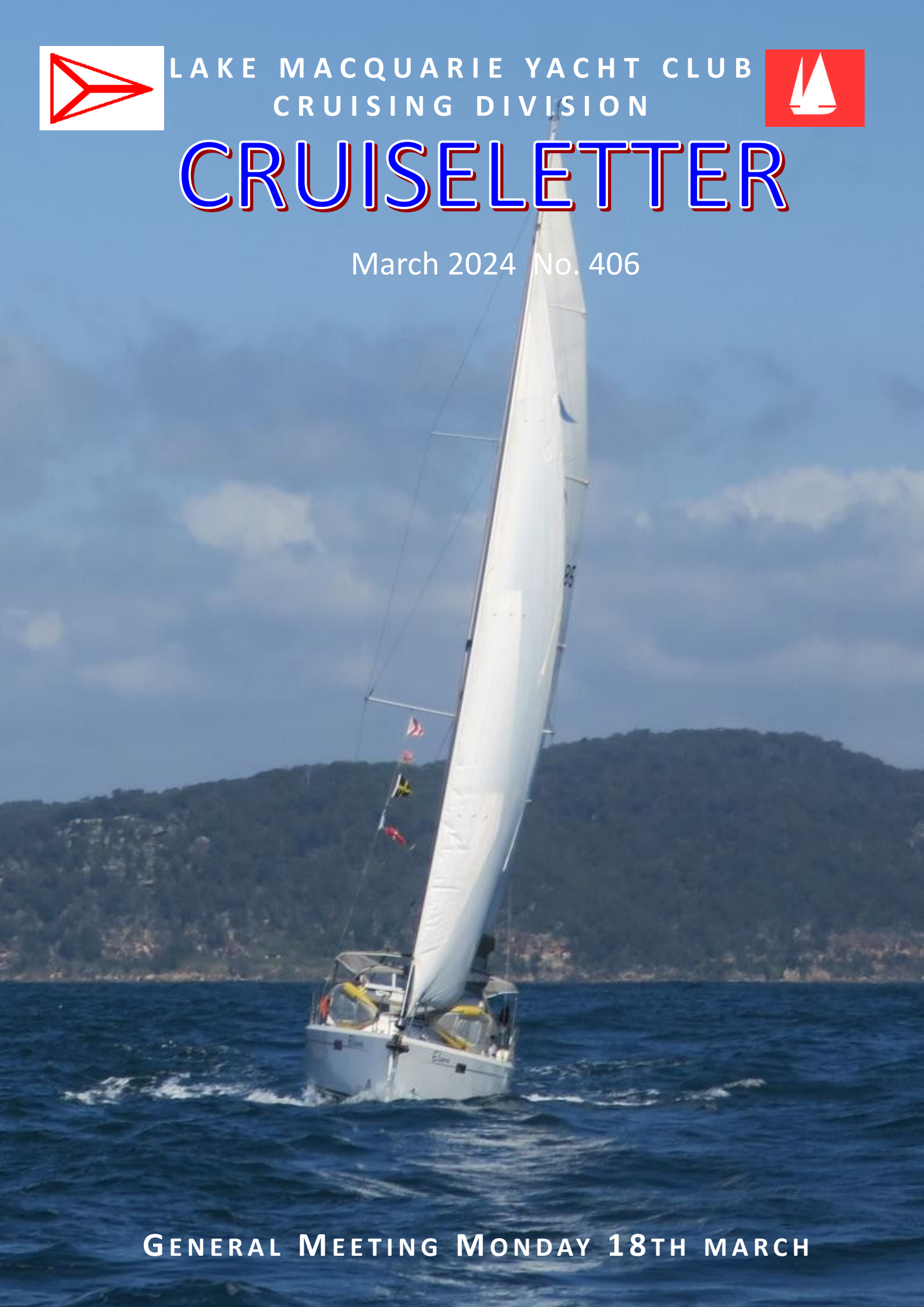


LAKE MACQUARIE YACHT CLUB
CRUISING DIVISION



CRUISELETTER

March 2024 No. 406



GENERAL MEETING MONDAY 18TH MARCH

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Committee

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Please address all letters for the Cruising Division to:

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Cover - *Elara Exiting Broken Bay.*



Skipper's Report

Ralph Asquith



I hope everyone is enjoying the summer sailing season!

The air-force channel is silting up mainly due to reduced water flow so take care if you are using it. The main channel is also gradually silting up, in some places, on the edges of the marked navigation channel but if you stick to the centre of the channel, vessels drawing 2.5 metres should have no problem.

It's important to remember that we need a PERMANENT solution to the channel silting problem, and we need to maintain the pressure on the politicians and government officials. Please contact the minister for transport using the following link <https://www.nsw.gov.au/nsw-government/ministers/minister-for-transport>. Emphasise the need to permanently keep the channel navigable. Copy to your local member and me so that I have a record. We are receiving encouraging news that a long term plan is being implemented.

Our new sun hats continue to sell at the bargain member price of \$5 (\$10 for non-members). We still have hats left so if you would like a sun hat, please email me with your size (medium 58/large 60) and choose of (colour grey/navy blue/bone). They are designed for sun protection and sailing in a stiff breeze. Member feedback has again been very positive. Payment can be made by EFT to the CD account with a description of Hat/Your name.

A few of our yachts participated in the Lakefest "Heaven can Wait" cruise/race and other Lakefest events. 2Dream had some engine overheating issues which precluded us from attending.

Our February General Meeting included an informative presentation by Josh Cox (Maritime Education Officer). Questions answered included:-

- * Is speed defined by Maritime as SOG (speed over the ground) or speed through the water?
Answer: SOG. This poses a number of issues when operating in a tidal current such as Swansea channel.
- * Is a registered tender (powered by an outboard over 5 hp) defined as a tender or registered boat by maritime?
Answer: It can be both depending on what it is being used as at the time.
- * What equipment is needed on a tender in open waters e.g. Broughton Island?
Answer: Fully range of equipment including EPRIB.

Upcoming Events

Lakefest events are still running until Mar 24. Please refer to the schedule at <http://www.lakefest.com.au/>

Pittwater "Freedom Cruise" is on 25th Feb - 9th Mar 2024 so it's time to get ready.

The detailed plan, cruise pennants and information on navigation of the channel/Swansea were handed out at the February general meeting. Email me if you haven't received a plan (plans/pennants will be available at Pittwater).

Depending on weather, I will be sailing down to Pittwater on the 25th February (10:00 Swansea bridge) and all are welcome to join our fleet.

Please complete Coastal Passage Audits and consider getting a Covid vaccination booster before attending.

We are planning a cruise to Port Stephens/Broughton Island in April or May. Details of the cruise will be discussed at the March general meeting which has been rescheduled for Monday 18th March to allow members to return from Pittwater.

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.

Cheers and safe sailing.

Ralph

March General Meeting....

Change of date!

18th March

Change of Venue!

LMYC Marquee



Reminder 2024 CD Fees Due

Cruising Division annual fees are due on **1st March - \$22 annually or \$60 for three years****.

The LMYC fees are also due at the same time.

You are reminded it's a requirement of membership of the CD that your LMYC membership is current. (I will be checking!)

***Those who have previously paid for three years and are not sure if you need to pay again this year, please call me.*

Please pay your CD fees by EFT to:

BSB 112-879 A/C 482 585 899

Many thanks,
Nikki Cahill, Treasurer
0410 982 887



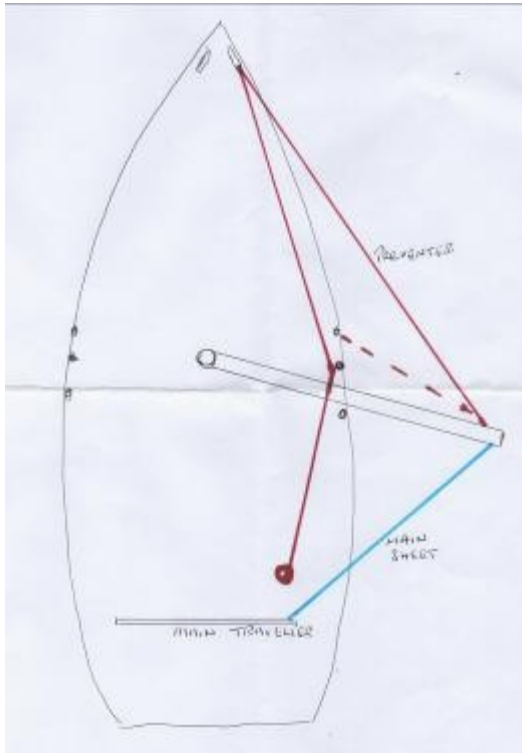
Safety Officer's Report

Chris Cahill



Part of the February meeting safety brief was Accidental Gybe Preventers. This was a timely reminder with the Pittwater Cruise coming up, as these are often required offshore.

The aim of a "preventer" is to fix the position of the main boom when broad reaching or running down wind to prevent a sudden unplanned gybe and the potential injury and damage that such an event can cause.



All boats are different and no one solution will fit all. Explore the options for your boat, plan and prepare before you sail and encounter conditions that require a preventer (wind from behind the beam or astern, swell etc)

Refer to the diagram of a typical preventer setup:

End of boom to a hard point forward of the mast (possibly the bow cleat) to provide an effective angle to brace against the mainsheet, then led back to the cockpit to a cleat or winch.

Points to consider:

Secure attachment and position on the boom.

Hard points, turning blocks and rope leads.

Permanently rigged or as required.

Duplicated on Port and Stbd or re-rigged on gybing.

Type of line used (stretch can prevent shock loading but can also stop the preventer fixing the boom and in extreme situations may stop the preventer doing its job).

Other setups and devices such as boom brakes, Gybe Easy etc (loads of info online). There is a good test/compare article from Watching World dated 2015.

When rigging your preventer tighten it by hand and then pull in on the main sheet to brace the boom and pull the boom off the shrouds.

Gybing with a preventer rigged:

Remember **PST** -Gybe- **TSP**

Let off **Preventer** whilst pulling in the main **Sheet**, then centre the **Traveller**
Gybe

Let out the **Traveller**, let out the main **Sheet** whilst pulling in the **Preventer**

Sail safely!

2024 Pittwater Cruise

Reporters: Trudi Butler, Angela Asquith, Marion Cotterill, Selma Barry and Maureen Seysener

This year the alternate Skippers were invited to share their experiences of a day of the cruise!

With the official start to this years cruise set down for the 25th February boats that had wandered south before this date slowly trickled into Coasters Retreat later on that afternoon thus avoiding the usual Sunday crowd and securing a free mooring.

At the planned 1730 gathering ashore crews from *2Dream*, *Windsong*, *Breathe*, *Moondance*, *Osprey* and *Stoked* met up to share a very pleasant couple of hours under the new BBQ shelter in the Basin picnic area. (Needless to say whilst the shelter was new the familiar kookaburras and goannas were still very much in residence!) It was good to welcome *Elara* later in the afternoon however given the slow passage down that day Mike and Selma opted to have an early night instead of coming ashore. (Maureen – *Stoked*)

Monday 26th - Day 2 of the Cruise began with a walk ashore for some (*the mighty team of 2Dream! Ed.*) followed by the Skipper's sked at 0900. Due to the forecast hot weather it was agreed to abort the walk up Barren Joey for the more leisurely pursuit of a kayak around The Basin, followed by a swim and morning tea in the picnic area. Our exploration of The Basin was very peaceful and revealed some beautiful areas - the ensuing swim was also very refreshing!



After morning tea and chat it was back to boats for a bit of downtime before meeting up again for nibbles and games ashore at 1600. Corn bag throw (*some obvious champions developing their skills here*), boules (*rules were a tad suspect*) and Finska (*if you're going on a team choose Angela!!*) were the games of choice and provided a lot of fun. As noted it did bring out the competitive streak in some participants!



Following games and nibbles the boys headed to the bbq to cook their better halves a delicious meal. However it was the quick or the dead when it came to beating off the kookaburras. One bird in particular - both determined and experienced - managed to make off with Selma's sausage for his family to enjoy. A very enjoyable day was had by all! We await tomorrow's adventure! (Angela—*2Dream*)



Tuesday 27th - A cloudy day perfect for our walk to Barrenjoey Lighthouse. Ralph, our cruise leader and generous water taxi, transferred those walking to his CAT. Always nice to be together on one boat. Once at Palm Beach, Ralph did the transfer from the boat to the beach. Whilst some chose to walk up the steep road others chose the even steeper steps up to the lighthouse. Once at the top there was a great view of the entrance to the Hawkesbury River, the ocean and to the South - the spit to the beautiful lighthouse, designed by James Barnet and commencing operations in 1881. The Victorian style tower is built from sandstone quarried from the headland.

Once back on board *2Dream* Ralph took us around the base of the headland to view the large, dark brown fur seals asleep on the rocks.



After a restful afternoon it was soon cocktail hour where each boat had to present their own cocktail. As some boaters had not brought the appropriate supplies there was some very inventive cocktails being spooked such as *Pittwater Blue*, *Forgotten*, *Freedom Frappe*, *New Age* and *Google*. The winner was *Stoked with Google* - perhaps a more appropriate name could have been - *Desperation!* Another great day on the cruise was had by all. (Selma - *Elara*)

Wednesday 28th — Saw a relaxed start to the day with the tranquil waters of The Basin inviting many to grab the opportunity for an early morning swim or kayak. As always the run to Refuge Bay was the time to recharge batteries and once there all settled in for a pleasant afternoon before enjoyable gatherings aboard host boats - *Windsong*, *Moondance* and *Elara* - for a true feast on all things Mediterranean - our Italian night! (Maureen - *Stoked*)



Thursday 29th - Last day of Summer and the weather forecast was for a hot day. We got one! Our boats were all on moorings in Refuge Bay so a trip to Dangar Island for coffee was ideal.

Ralph and Ross provided the Uber service from boats to *2Dream* for the trip up to Dangar Island where coffee and some cakes were enjoyed by all. The local book exchange had quite a few visitors before the journey back to Refuge Bay for a lazy afternoon before our beach party in the evening. Unfortunately our quiet afternoon was disturbed by about 20 hooning jet skiers. Even more unfortunately for one of their own was a collision between



jet skis which resulted in Trudi contacting Marine Rescue and Water police to rescue the injured rider. The rescue helicopter created quite a stir as they plucked the injured driver from the water whilst hovering near *Elara* and *Osprey*.

Finally, despite the best efforts by a local goanna who tried to eat one of our rats, we were able to hold the rat races (won by Fred and Maureen - *Stoked*) and enjoy our "Freedom Party" at Waterfall Beach. It was great to be



joined by Russell and Jan - *About Time* - to the gathering. Jan commented she'd long been wondering what we did with those rats every Pittwater Cruise! Even the threatening storms held off and a great night was had by all. (Trudi - *Breathe*)

Friday 1st-Sunday 3rd (*Nikki kindly offered to share Windsong's 3 free days of adventures*)

We had the whole weekend to explore this beautiful area. We had a look at Jerusalem for the first time in many years - just as lovely as we remembered it. Then on down Smith's Creek to the far end where we joined *Breathe*, *Osprey* and *Moondance* for the evening. Love this location! Gordon and Trudi invited us all onboard for a shared meal which always work out very well. Good company and yummy food.

Saturday and a couple of small jobs required attention up the masts of both *Windsong* and *Breathe*. Chris, Gordon and John set about the tasks and in no time the jobs were done - great teamwork with good mates. Thanks to all. We were hoping for a quiet afternoon on our boats as the weather turned a bit showery.....then things went 'pear shaped' on *Windsong*. Hey ho boats seem to throw things at you at the most inappropriate time! Again Gordon was there to lend a hand. Thanks so much. We just had to hope that a friendly engineering company in Pittwater would be able to help us out on Monday.

Sunday we made a slow passage back to Refuge. Quiet afternoon followed by a delicious curry supper on Moondance. Thanks for the invite Marion and John. (Nikki—*Windsong*)

As 2 Dream and Osprey were still enjoying the far upper reaches of Cowan Creek Elara and Stoked joined forces for the curry night and had the with the pleasure of welcoming aboard the owner and crew - Steve and Eric - from Mike and Selma's first Elara! A thoroughly enjoyable night ensued! (Stoked)

Monday 4th - After a gusty southerly wind overnight we were glad that we had chosen Refuge for our overnight stay on Sunday. *2Dream* kindly gathered all the CD'ers from Refuge Bay for a run up to Cottage Point for coffee and cake at the Kiosk. Afterwards we all made our way to Halletts and Cottage Rock and picked up moorings for the afternoon gathering on shore at Halletts Beach for Sundowners. A sunshower threatened to break up the party but we sat it out and the light rain and sunset saw us rewarded with a beautiful soft afternoon! Finally it was back to the boats for a nice quiet evening. (Marion - *Moondance*)



Tuesday 5 - The run around to Towlers Bay was a great chance to charge up the batteries and allow time for some very diligent cooks to whip up some delicious morning tea for the Bake Off! As it was necessary to test each of the offerings in the competition no-one needed lunch full as we all were of chocolate fudge, muffins, Scottish pancakes, sticky date pudding and the champion dish - German Apple Cake! A long, lazy afternoon in Towlers wound up with a happy hour gathering on the beach.



Wednesday 6th - Once again Ralph kindly offered to Uber everyone to *2Dream* for the trip down to lunch at RMYC which, as always, was a very pleasant way to draw the cruise towards its conclusion. As usual we'd left the boats at Coasters in order to avoid conflict with owners of moorings in Towlers however as the NE was making conditions uncomfortable (challenging?) in Coasters it was decided to return to Towlers for the evening.

The day was nicely rounded off with a Wine Appreciation event held by Chris and Nikki (*Windsong*) in part as a homage to Ray Hyslop. Whilst all excelled in the initial questions no-one correctly guessed the actual wine offered but we all not only enjoyed the sampling but learnt a little bit about wine as well!

Thursday 7th - To take advantage of the later high tide and deeper channel it was a later departure than normal with most of the fleet leaving Towlers around 1000 whilst *2Dream*, with no issues concerning depth across the bar, departed earlier to take the 1500 bridge. The exit across Broken Bay was typically lumpy but the freshening southerly made for excellent sailing! By 1700 6 boats were waiting at the bridge and after being expertly guided through the vagaries of the dogleg by *Osprey* we were all safely back on the Lake. What a lovely welcome home as Ralph zoomed past in his tender personally welcoming each boat back into the Lake!



As always a great couple of weeks in the beautiful sailing ground of Pittwater and Cowan Creek. A huge thank-you to Ralph and Angela for organising and facilitating a varied and interesting cruise and to all crews for taking part so enthusiastically.





Just how hard can it be to pass gas on a boat?

Tony Austin



Surely not that hard, I hear you say, albeit you might like a few more details before you give a final answer. No, I am not talking about bodily gases - that is almost never a problem! I am talking about the gas that comes in your LPG gas cylinder and is a rather vital element in having a successful BBQ or even nice cup of tea. It should all be rather mundane really - hook up the cylinder, turn on the cylinder valve and light the gas. But it is not always so....Let me share a recent story that ended up having a message that I think needs sharing.

A few weeks ago whilst Cath and I were enjoying a long holiday circumnavigating New Guinea my eldest son (Ben) asked if he could take Double Fun out on the lake with some friends for a day of fun, frivolity and a fine BBQ luncheon. All was going splendidly until lunch time arrived. Ben has spent many days on the boat and knows how to use all the systems onboard, including the BBQ. After turning everything on he was somewhat surprised that the BBQ didn't seem to be getting any gas and certainly wasn't going to light. This had never happened before and he was sure that I would not have left the boat with an empty gas bottle in place. Assisted by a highly intelligent friend (ex-RAAF fighter pilot) along with several equally brilliant pre-teenagers) they attempted to identify the cause of the problem. They even changed the gas bottle over to our spare which I knew to be completely full. The only conclusion they could reach was that both gas bottles were empty. They based this assessment on the fact that when you opened the valves on both bottles, with nothing connected, no gas came out. One plus one usually equals two but in this case it came to three! In the end they were forced to settle on a rather cold lunch!

So, the answer is? LCC27!! Yes - the recent introduction into Australia of the Leisure Cylinder Connection Type 27 (aka LCC27). This valve on top of portable LPG gas cylinders has replaced the traditional POL type which will be totally phased out over the next 10 years. So why have they changed the AS? Unfortunately quite a few people have either died or been severely burned due to gas leaks from portable gas cylinders. The new LCC27 has the following advantages over the old POL connector:

1. Intuitive right hand thread (POL was left hand so different to almost everything else that is threaded)
2. Seals that are inside the connector and thus less susceptible to damage
3. Has a back check valve that must be securely engaged before gas can flow, and
4. Has a thermal cutout that shuts the valve if exposed to heat or flame.
5. The LCC27 cylinder valve is backward compatible with a hose POL connector.

What Ben did not notice was that both of my gas bottles had recently had their 10 year service and been fitted with LCC27 valves. He also failed to notice that the gas knob on the below decks stove was slightly on when he tried to light the BBQ. This stopped the gas line pressurising as the back check valve was seeing a gas leak and thus immediately shut down. Similarly, when they removed the bottles from the circuit and opened the valves to see if the cylinders had gas, they got no flow.

I have to admit that I knew nothing about LCC27 valves at the time that this happened and only was only when doing my research prior to reconnecting the cylinders that the answer became apparent. Suffice to say the cylinders were full and the system is working fine!



For Your Calendar

18th March - General Meeting – Marquee

Our March meeting for 2024 will start at 7pm. A table will be booked for dinner from 5.30pm onwards for those wishing to share a meal prior to the meeting.

Easter Cruise - A lake cruise will be held over the Easter weekend co-ordinated by Chris and Nikkik Cahill (*Windsong*) Watch Facebook for details closer to the date!

Watch this space for more details on long anticipated coastal run to Newcastle, Port Stephens , Broughton Island! Dates and itinerary TBA.

Thankyou!

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

My thanks this month to :-

Ralph Asquith

Chris Cahill

Tony Austin

PWC Reporters - Angela Asquith, Trudi Butler, Nikki Cahill and Marion Cotterill

And photographers— Trudi, Gordon, Marion, John, Selma and Ralph!



Our Skipper's take on a well known (old) pop song!!