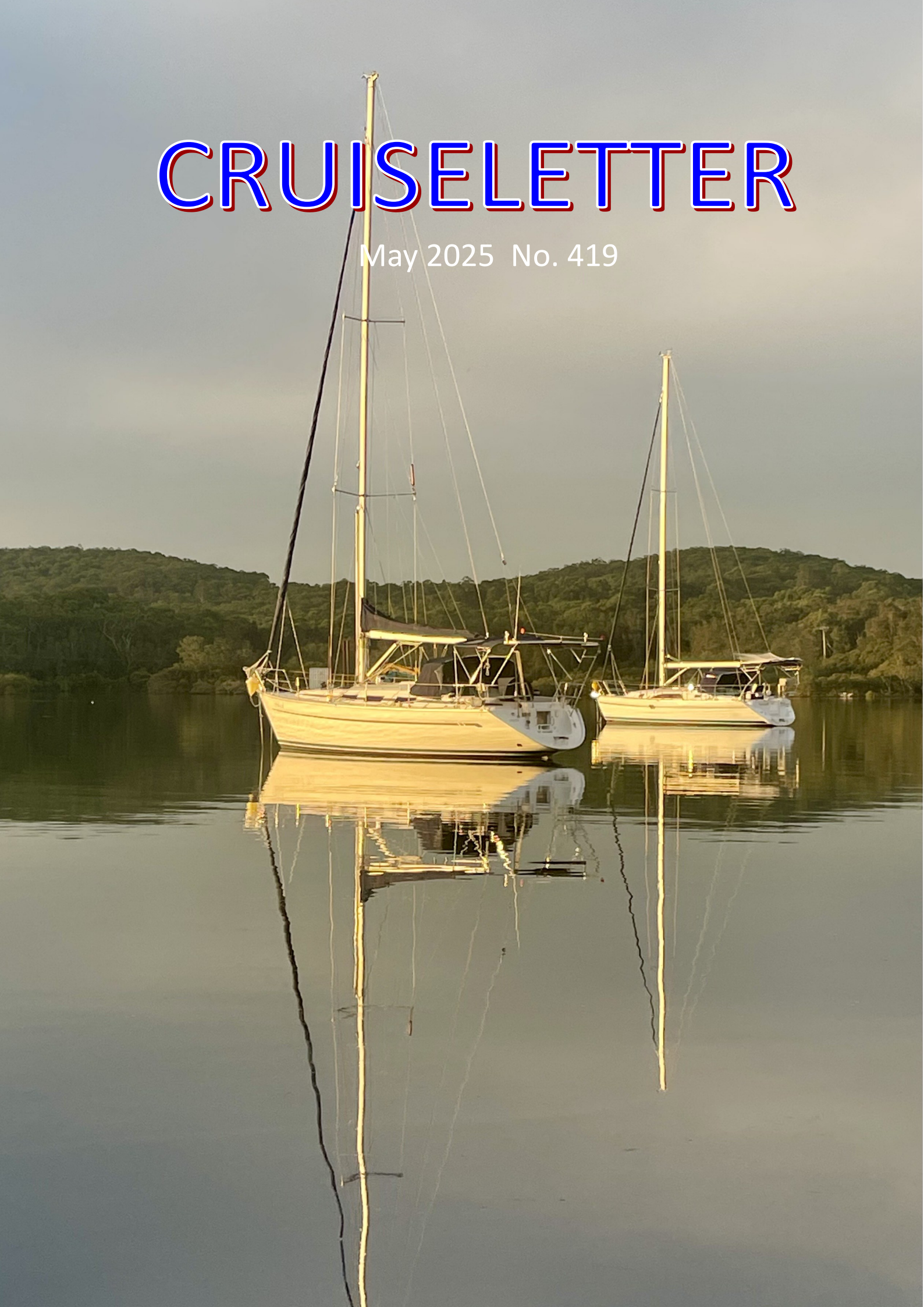


# CRUISELETTER

May 2025 No. 419



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## Contacts

### Cruising Division Executive

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Treasurer: Nikki Cahill	0410 982887

### Committee

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Tony Austin	0416 266947
Chris Cahill	0416 939546
Nikki Cahill	0410 982887
Marion Cotterill	0409 982535
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### Cruising Division Editor:

*Any articles for the Cruiseletter can be sent to the Acting Cruiseletter Editor, Tony Austin, preferably in MS Word format. [ausquack@gmail.com](mailto:ausquack@gmail.com) (0416266947) by 25th of each month.*

*Please address all letters for the Cruising Division to: LMYC CRUISING DIVISION, Ada Street, Belmont NSW 2280*

*Cover - Stoked and Reverie - catching the setting sun - Kilaben Bay*

## Skipper's Report

Ralph Asquith



Our Easter cruise was a real pearler. The usual rainy weather associated with Easter was replaced with some magnificent sunny and calm days, only problem was there was not enough wind to fill our sails. Although we had various crews dropping in and out due to family and church obligations, it was great to see a steady number of yachts enjoying the long weekend. I think we will definitely have to revisit the "Duck Hole" for a campfire (and possibly a singalong) in the not too distant future.

Our next scheduled event is the Newcastle Cruise on 16/5/25 to 18/5/25. Hopefully the weather is again kind to us, and we can enjoy the trip to our neighbouring yacht club. More will be posted on Facebook.

This year is the 40th anniversary of the formation of the LMYC Cruising Division. This is a major milestone and we need to celebrate in a suitable manner. The Committee has identified the CD Christmas Party as an ideal opportunity for us to get together to look back to reminisce and plan our way ahead for the next 40 years.

We are in the process of organising other technical sessions i.e.  
Measuring and recording mast heights to enable safe navigation under bridges and power lines.  
How to use DSC on your radio.  
Fibreglass repairs.  
Fire prevention, safety and fighting (especially lithium batteries)

The committee will be working on these issues and do not hesitate to contact me or Tony if you have any further suggestions.

Recently I posted on Facebook a photo of a Seawind 850 catamaran "Wanda Ring" which was washed up on Eleebana Head at Croudace Bay during the strong winds which occurred 15-18 January. Wanda Ring is being professionally repaired and will be sold. Let me know if you are interested in purchasing the catamaran and I can put you in contact with the seller.

### **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 encourage all members to participate. The audit process has been 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/club's safety and education objectives. New members are asked to please arrange an audit of your vessel.

## Skipper's Report (continued)

### AGM

This will be my last Skipper's report as I will be standing down at the upcoming AGM. It has been my honour to serve as your Skipper over the past two years and I hope that I have helped progress the Division. I would like to sincerely thank all members for their support and in particular :

- Our Commodore Geoff Edman and LMYC Board for their ongoing support
- Richard Masson (Secretary) for dedication and support
- Our Treasurer Nikki Cahill
- Eleanor Cunningham sitting in as LMYC Board representative
- Safety Officers Tony Austin and Chris Cahill for their great presentations
- Maureen Seysener for our informative and entertaining Cruiseletter
- Other Committee members Fred Seysener and Marion Cotterill
- Yacht auditors Tony Austin, Ross Shirtley and Hilton Jones
- Lake Macquarie Aquatic Services participants Tony Austin (LMYC) and Ross Shirtley (Marine Rescue)
- Our meeting supper organisers
- My dear wife Angela for her ongoing support and raffle organisation

I encourage you to consider nominating for a position on the committee and join in the fun of planning the future of the Cruising Division. We fully understand that many of you have considerable family, travel and even work(!) commitments so we welcome your involvement even if is intermittent. We are always looking for fresh faces and fresh ideas!

Don't worry I'm sure that you will see me again!

Cheers and "Safe, Social, Sailing"  
Ralph

### LMYC AGM - Tuesday 27 May 2025

The LMYC Board is elected for a term of two years. This is an election year so it is imperative that CD members who are eligible to vote make the effort to familiarise themselves with the process and the candidates putting themselves forward.

Voting will be online and eligible members will be given access in the weeks prior to the AGM. CD members are strongly encouraged to attend the AGM to show their support for the new Board and ask any questions that they may have relating to broader LMYC issues.



## So, what is the HMB Endeavour?

Stephen Meisenhelter



### History:

The ship is a replica of the 18<sup>th</sup> century bark used by Lieutenant James Cook on his incredible voyage of 1768-71. The Endeavour is the most authentic replica in the world, quoted as being “*about 97% accurate*” (John Longley 2025) with only portions of the stern having to be interpolated.

Built in Fremantle between 1988-93 at a cost of \$17 million, funded firstly by Alan Bond, then, when Bondy’s empire fell apart in 1989, the Yoshiya Corporation (Japan) stepped in. However this venture only lasted 6 months and the Endeavour languished untouched for 8 years. Luckily, a group of dedicated people formed the Endeavour Foundation, and permanent funding was finally secured which allowed work to recommence and the ship was finally launched on December 9<sup>th</sup>, 1993.

Originally a collier, named ‘the Earl of Pembroke’, the Royal Navy purchased the 4-yr old ship and converted her at the Deptford Naval Yard to take nearly 100 men, livestock, and provisions for 2 yrs. Meticulous drawings of the ship during the refit were made by the Admiralty and are still in existence and it was these key documents that were crucial to the reconstruction. At the time the Navy wasn’t willing to donate a warship for the cause, which ended up being a good thing, as the ex-collier was strong (made for beaching) and had a shallow draught.

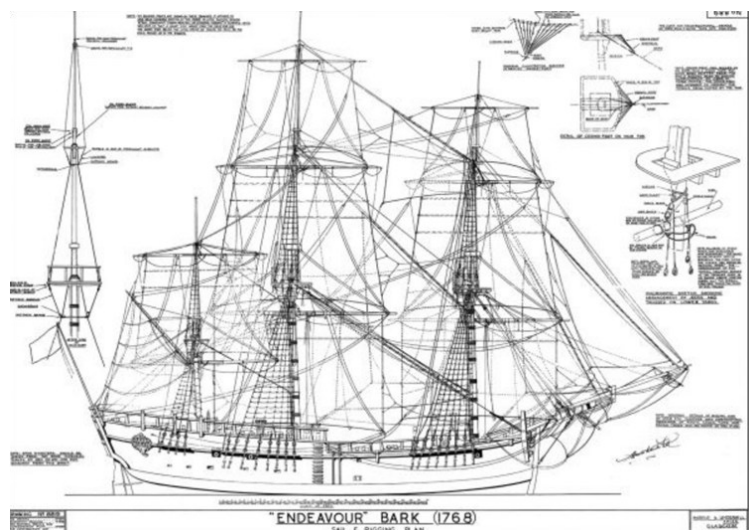
Suitable timber was hard to obtain for the reconstruction. The hull planking was fresh cut timber from Jarrah forests in SW WA, the ships topsides, decking, and masts were made from 500 yr old Douglas Fir, once earmarked for US Minesweepers (donated by US Navy), Jarrah beams were salvaged from old bridges and buildings being demolished, and the Pacific Hwy construction works supplied 50 Great Tallow Woods. Some people simply donated timber for the cause.

### Rigging:

The original Endeavour rigging was constructed of Hemp however for the reconstruction Manila was chosen as it was more readily available, cheaper, resistant to mildew, strong, doesn’t sacrifice flexibility for strength, and won’t degrade when exposed to sea water. Synthetic fibres were considered, but discounted due to its tendency to continue to stretch. All ropes on the Endeavour were made in Chatham, UK.

### Statistics:

- Extreme length – 43.7 metres
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- Extreme length – 43.7 metres
- Extreme length – 43.7 metres
- Mainmast height – 39 metres
- Mainmast height – 39 metres
- Mainmast height – 39 metres



*Extracted from Stephen’s fascinating presentation at the April meeting! Thankyou for an informative and entertaining evening!*

## Easter Cruise—South Lake Mac

Cast: 2Dream, Double Fun, Isla Breeze, Jodi, Equinox, Saaremaa, Breathe, Renaissance, Migaloo



## Nautical Trivia...

“Swabbing” or scrubbing the deck was an important job on a wooden planked deck. The frequent scrubbing kept the planks ‘swelled’ so the deck didn’t leak.

‘Swabbing’ or ‘Holystoning’ the deck was done with a holystone - a soft brittle sandstone formerly used in both the Royal Navy and US Navy for scrubbing and whitening the wooden decks of ships.

A variety of origins have been proposed for the term including the name given to stones taken from broken monuments of churches adjacent to the anchorage on the Isle of Wight where ships would often stop to provision.

The US Navy explains that holystoning was done on the knees as if in prayer. Smaller stones were called ‘prayer books’ - the larger ones ‘bibles’. Holystoning continued on teak-decked Iowa class battleships into the 1990s - however not on the knees!



## ‘Float Your Boat’ Parade - Friday 20th & Saturday 21st June

Lake Macquarie’s iconic fluorescent flotilla is set to brighten local shores and spirits when the family favourite ‘Float Your Boat’ Parade returns in June 2025. Rug up and head on down to the shores of Lake Macquarie to watch boats in a rainbow of colour cruise past in the flotilla parade and be vying for the Mayors’ Choice Award and Newcastle Permanent’s People’s Choice Award for best light display.

Keen to enter your vessel? Chat to a Committee member - perhaps we could put together a club entry!



### Yacht and Safety Briefing Checklist

Our yachts are rather complex bits of kit with many potential hazards and multiple items of safety equipment. Regardless of why visitors or crew come aboard our vessels it is imperative that we give them an appropriate briefing covering relevant risks, 'do's and don'ts' and the location of our major safety items. Given the large number of possible scenarios ranging from simply coming aboard for a visit whilst anchored or moored through to crew joining you for an extended blue water cruise/race it makes excellent sense to use a checklist so that nothing is missed. The list below has evolved over many years and has served us very well on Double Fun. I wish I could give credit to the original author but that has been lost with the passage of many years. Ideally you will also have a chart showing the location of all safety-related items on prominent display. Even skippers can forget where some items are stowed or where that critical valve lies hidden in obscure stowage compartments.

### How close is too close? You need a Laser Range Finder!

Of all the skills required for becoming a safe and competent cruiser, anchoring is probably near the top of the list. This topic generates enormous controversy as passionate owners of 'Brand X' anchors debate their merits and attest that anything else is rubbish! I do not intend to go down this pathway! My problem is much simpler—I am terrible at accurately estimating how far away I am from the other vessels in the anchorage. Without this information it is very difficult to decide where best to drop my 'pick' and how much chain I can lay out without fouling other boats.

Many cruising yachties have purchased small, relatively cheap, Laser Range Finders used by thousands of golfers every day. They are amazing devices—accurate to a metre, useful out to 1,000m and can also measure heights and angles. Yes, it is cheating but I still love mine!

### A VHF Radio 'Gotcha'

Following yet another lightning strike on Double Fun I became the proud owner of a new Icom M-330 VHF radio. It is an amazingly capable bit of kit but wading through the instruction manual is no mean feat!

All was going well until I contacted Marine Rescue Lake Macquarie and they asked me to go to Channel 78. I couldn't hear them nor they I. This was despite having an excellent signal on Channel 16 and being able to talk to them on all other channels. They asked me to make sure that my radio was set to the 'International' channel set (NOT the USA set)—it was and they had no other suggestions.

Becoming very frustrated I headed back into the User Manual and eventually found that my radio actually has three options for Channel 78—Channel 78, Channel 1078 and Channel 2078! While the '10' and '20' prefixes do show on the screen, they are in a much smaller font and thus not immediately obvious. It appears that I had been inadvertently using Channel 1078 and it doesn't work when the other station is on the 'real' Channel 78.





# Yacht and Safety Briefing Checklist

Black – Important for all crew  
 Green – Primarily for novice crew  
 Orange – Detail not immediately important for all crew.  
 Explain at a more appropriate time

## Down below

- ☐ Lifejackets & harnesses – Distribute & adjust. Demonstrate
- ☐ Use of heads
- ☐ Moving around below – handholds, slipping, galley safety
- ☐ Gas – risks and precautions, gas tap
- ☐ Fire extinguishers – location
- ☐ Torches – location
- ☐ Engine and companionway steps – precautions & fire risk
- ☐ Hatches – dangers and closing at sea

## Emergencies

- ☐ First aid – location and equipment
- ☐ VHF –Radio use and mayday procedure
- ☐ Flares – location, use and precautions

## Crew welfare

- ☐ Clothing – appropriate use and preparation
- ☐ Seasickness – background, signs and precautions
- ☐ Food and drink – importance. Personal & shared responsibility

## On Deck

- ☐ Moving around – what you can walk on, what you can hold on to
- ☐ Deck hazards – tripping (footwear), hatches and boom
- ☐ Clipping on - jack stays, guard rails and skipper's policy
- ☐ Lockers – safety and contents
- ☐ Lines & winches – basic hazards and use
- ☐ Starting the engine.
- ☐ Use of instruments and GPS

## Emergencies

- ☐ MOB –location and purpose of equipment - horseshoe buoy, Jon Buoy, Dan buoy, throwing line etc. MOB Procedure.
- ☐ Life raft - location, and procedure for use. EPIRB
- ☐ Steering failure - location and use of emergency tiller
- ☐ Flooding - bilge pumps, stop cocks, plugs and bailing
- ☐ Fog – background and procedure

## Other

- ☐ Everything on a boat has at least one use and reason for being there
- ☐ Everything has its place, return it after use
- ☐ Report any injuries, sickness, concerns, breakages or problems immediately



# For Your Calendar



16th-18th May

Newcastle Cruise

Watch this space!



June 7th

Soup Day

Croudace Bay—TBC

July 18th-20th

On water Event

## General Meetings – Bridgedeck Room

The May General Meeting and AGM will start at 7pm in the Bridgedeck Room. A table will be booked for dinner from 5.30pm onwards for those wishing to share a meal prior to the meeting.

### Dates for 2025 General Meetings:-

May - 12th (AGM)

June - 2nd

July - 14th

Our meetings are a great way to find out what's happening and to get to know your fellow CD members a little better.

## Thank you!

*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*

*Stephen Meisenhelter*

*Tony Austin*



*I would like to thank all who have generously contributed to the Cruiseletter over the past four years — you have made my job so much easier and our Cruiseletter more interesting and relevant.*

*In particular I'd like to thank our Skipper, Ralph Asquith who without fail sent through his Skipper's Report every month always giving me plenty of time to 'tweak' so it would fit the allotted space. Also a huge thankyou to our two Safety Officers - Tony Austin and Chris Cahill for sharing their knowledge and expertise each month thus ensuring safe sailing is always at the forefront in our Cruising Division.*

*Happy sailing everyone!*

*Maureen*

