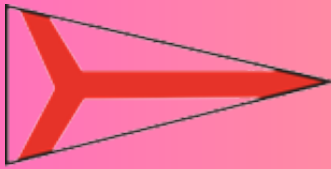
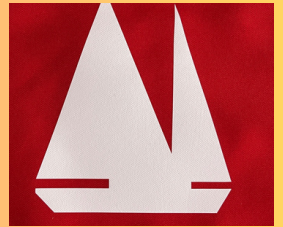


LAKE MACQUARIE YACHT CLUB



# CRUISING DIVISION



# CRUISELETTER

AUGUST 2025 | ISSUE NO.422

Your paragraph text



2Dream, Yorkshire Relish and  
Jodi reflections at the  
Duckhole.

**GENERAL MEETING MONDAY 11<sup>TH</sup> AUGUST**

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Any articles for the Cruiseletter can be sent to the Cruiseletter Editor, Ken Archer, preferably in MS Word format at [archerken90@gmail.com](mailto:archerken90@gmail.com) (M: 0428 785 459) by 25<sup>th</sup> of **each month**.

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

**LMYC CRUISING DIVISION**

*Ada Street*

*Belmont NSW 2280*

COVER IMAGE - 2Dream, Jodi and Yorkshire Relish at the Duckhole.





# CD SKIPPER'S REPORT

## AUGUST 2025



TONY AUSTIN

The July General Meeting was particularly well attended with standing room only. Tony Mowbray gave an excellent presentation on his participation in the infamous 1998 Sydney to Hobart race and followed it up with a summary of his solo, unassisted circumnavigation. That trip saw him spend 181 days at sea and attracted enormous local interest. Tony has self-published a great book, *"Never, Ever Give In!"* detailing his journey and copies were eagerly bought by his audience.

While the recent weather has not been particularly inviting for cruising on the lake, the recent Duck Hole/Bird Cage Point Campfire cruise proved that fortune really does favour the brave! The photos of the event were stunning! I think we need to make this an annual event.

The lake has certainly been smashed by its fair share of very strong winds. I do not think I have seen so many yachts sunk or blown ashore in such a short period. NSW Maritime have been kept really busy recovering derelict vessels that have either sunk at their moorings or broken loose. I am aware of at least eight yachts that have been brought ashore at Rathmines to be broken up. This highlights several issues, ranging from making sure that your mooring apparatus is fit for purpose, and reporting derelict vessels that are moored near you. The owners almost certainly will not have insurance, nor may they even be contactable.

After a bit of a shaky start the recent Stage 3 dredging of the channel has been completed. Most vessels are now comfortable navigating the main (Dogleg) channel, although current buoyage of this channel can be a bit confusing when leaving the lake. All indications are that the acquisition of the local dredge and sand transfer system are on track. It is hard to imagine a permanently navigable channel. Miracles can happen!

Moorings on the lake have always been a bit contentious but things recently became even more worrisome with much confusion around the approval and allocation system. The LMCC Aquatic Services Committee recently established a working group to liaise directly with NSW Maritime. A very useful meeting has been conducted and, following a proposal from Port Stephens Yacht Club, a Hunter Region Mooring Special Interest Group has been formed to facilitate communication between users and process owners. So far there is goodwill on both sides so I am optimistic that we can develop a fair and practical system.

This year is the 40th Anniversary of the Cruising Division. The committee is keen to see this celebrated in a suitable fashion so we invite suggestions from members. The plan is to make the annual CD Christmas Dinner the focal event and we will be announcing some great initiatives on the night.

I am delighted to inform members that, after an extremely far reaching recruitment program, we have been able to secure the services of a new Cruiseletter Editor. Ken Archer comes to us with an outstanding background in photography and desk-top publishing. I would also like to again thank Maureen Seysener for her outstanding efforts as Cruiseletter Editor for so many years.

Finally, I think we were all greatly saddened to hear of the passing of Alan Lucas OAM. Alan really was the father of cruising the east coast of Australia under sail. His books were essential reading for anyone who planned to head offshore and I believe that many cruisers would never have left their home port if not for Alan's outstanding clear and authoritative guides (see Obituary p. 4).

Fair winds and safe sailing.

## July Outing: A Winter Escape; Campfire at the Duckhole

Gentle south-westerly breezes welcomed *Jodi, Migaloo, Yorkshire Relish, 2Dream, and Stoked* as we journeyed down the lake for an overnight adventure at a spot often misnamed in the CD as The Duckhole – the wonderfully sheltered bay behind Birdcage Point.

Although the chilly days leading up to this event may have kept some sailors cosy at home, those who joined us relished not only delightful sailing conditions for the trip down the lake, but also a sunny shoreline and tranquil waters once we anchored and made our way ashore.

A campfire always serves as a fantastic centerpiece, and our relaxed gathering on Saturday afternoon was made even more enjoyable by the warmth of the fire and the opportunity to reconnect with good friends over a rich red wine and a selection of tasty cheeses. To top it off, the crew of 2Dream treated us to tempting Canadian S'mores (imagine chocolate biscuits surrounding gooey marshmallows), creating the perfect recipe for a wonderful afternoon!

By 6 PM, the winter chill began to settle in, prompting all crews to return to their boats for an early night.

On Sunday morning, after a light fog lifted, we gathered on board *Stoked* for morning tea, before embarking on a leisurely sail back to our moorings.

Overall, this Winter Getaway offered a fantastic opportunity to fully embrace a weekend of sunshine and a chance to air out the canvas that had been cooped up for too long following weeks of rainy weather.

A heartfelt thank you to everyone who joined us, enriching the weekend with your energy and good humour!

(Thanks to Maureen and Fred for taking over the organising role at short notice! Also for bringing a firepit (aka a washing machine bowl) and firewood. Ed. (See Photo Gallery p. 5).

### Vale: Alan Gordon Lucas OAM, 3rd July 1936 - 10th July 2025.

By Ben Lucas

A week after his 89th birthday Alan passed away peacefully in Gosford hospital surrounded by family. It was Alan's wishes to avoid a formal funeral and he was cremated on the 17th of July. A memorial service will be held in coming months, date and location to be announced, for those who wish to pay their respects and reflect on his remarkable legacy.

Alan's importance to the sailing community cannot be understated, receiving an OAM for contributions to maritime literature and publishing nearly 40 books, with multiple editions, and countless articles for sailors, boating enthusiasts and live-aboard yachties, during a career spanning more than 60 years at sea.

Beginning as a commercial artist, Alan was also a photographer and illustrator who would personally survey, take soundings, photograph and chart every location in his writings. Many considered his books a friend at sea thanks to his experience, insight and detailed knowledge which he communicated in a warm and personal manner.

Alan's primary focus was the NSW and Queensland coasts, holding a particular passion for the Great Barrier Reef and surrounding waters. He was a pragmatic environmentalist who, across his career, witnessed and tracked the devastation to the precious marine habitat.

He personally built and refitted 20+ yachts in his lifetime, starting at age 14. Alan's dedication to a sea-faring life was unparalleled and he circumnavigated with Patricia and Ben, visiting over 50 countries and crossing every major ocean by sail, navigating by sextant without automation or GPS.

A humble and compassionate man, devoted to his craft, he eschewed the public eye and preferred to focus on his work and love of the sea above all else. His death truly marks the end of an era for Australian sea-going life.



# Photo Gallery



Angela, Maureen, Richard, Libby and Fred enjoying the firepit.  
Yorkshire Relish sailing home (below).



Fred and Maureen, outing coordinators.



Our intrepid group on Stoked for coffee.



We were certainly lucky with the weather.



Ralph was our marshmallow chef.



# SAFE SAILING - JACKLINES/JACKSTAYS

Jacklines are also called Jackstays (I prefer "jackstays"). They are lines which run along the deck from the bow to the stern of a boat for the crew to clip onto as they move about the boat, and to keep them tethered to the boat in case of a man overboard incident. Their safety is especially a value for shorthand cruising even in benign weather. If only one crew is on deck alone for long periods, then he/she could be missing for some hours before being discovered. Wearing a life jacket is great, but it is better to stay on the boat than to float. Although jackstays are fitted along the deck, it is also desirable that they be fitted on the underside of multihulls. This is to allow crew to secure themselves on an upturned hull.

## WHAT ARE JACKSTAYS MADE FROM?

Jackstays are usually made of three types of material from stainless steel wire, low stretch, exotic rope, or webbing, this being the most common and most desirable. Wires are not desirable and although they are easy to install and use, they are a roll hazard underfoot, and can abraid gelcoat. Low stretch, exotic ropes, such as spectra, are extremely strong but they have a large diameter and are also a roll hazard. This can be reduced by removing the outer sheath. This will not weaken the rope at all but will allow the rope to be flattened somewhat. It will also reduce their durability. The most desirable type of material for a jackstay is webbing. Loops in the ends are made by triple stitching. Jackstays made from webbing are also available ready-made commercially.

## HOW TO ATTACH THEM TO YOUR VESSEL.

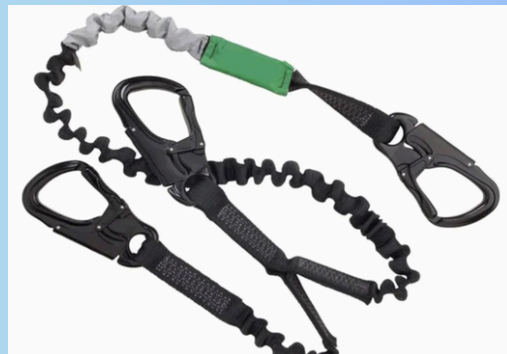
The jackstays when fitted should not be tight. A small amount of slack will provide some give with the advantage of reducing the shock if load is suddenly applied. It is also highly undesirable to use knots on ropes or webbing to attach the jackstays. A bowline for example, will reduce the breaking force of the rope or webbing by up to 40%, but an eye-splice by only 5%. The preferred method of attachment is by shackle. It is also important to have separate jackstays for each side of the deck instead of just one line running the full length of the boat. The attachment points should not be the base of lifeline's stanchion posts. Wherever the attachment point, it should be welded or bolted through the deck. My preference is to attach them to the fore and aft mooring cleats.

It is also undesirable to run the jackstays around the outside of the gunwale. Many crew have gone overboard as they emerged from the companionway, not yet clipped on. Racing regulations require that a crew must be able to clip onto the jackstay before emerging from the companionway. The preferred placing is to run the jackstay inside the rigging and along the deck between the gunwales and the cabin. This has two advantages. It is usually within reach of the companionway, but more importantly, it restricts how far a crew will be washed along the boat. This is because if a crew goes forward and is washed overboard, they will be prevented from being washed to the stern of the boat by the rigging. If the design of the boat does not permit clipping directly onto the jackstay from the cockpit, placing a line in the cockpit from the base of the companionway to the aft end of the cockpit is suitable. Crew can then hook on, come out on deck, and transfer to the main jackstay. Alternatively, a strong point can be installed at the top of the companionway to hook onto as they emerge from the companionway.

It should also be noted that it is desirable to use tethers that have three clips. This allows crew to clip onto a new attachment point before unclipping from the first one. Also, the regulations no longer permit the older style clip, as these were found to bend under force and not able to be unclipped in an emergency. See the new regulation and images next page.

**Acknowledgement:** *This safety article was summarised by Ken Archer based on an article published in Australian Sailing Magazine, Dec 2011, and written by Jim Orrell who has over 45 years cruising and racing experience as well as a LMYC member for 16 years. Jim has also served as Co-Deputy Chairman of Yachting NSW Special Regulations Committee. Ed.*

## JACKLINES/JACKSTAYS (CONT.)



Old style clip bent out of shape (left) and new design (right).  
The new regulation (below)

Special Regulation 5.02.1(c) for categories 1, 2, 3 and 4 races now states *"The safety line shall have a snap hook at each end. All new safety lines shall use snap hooks that are metallic with cast, forged or moulded side-wall support. New safety lines shall not use stainless steel plate type snap hooks."*

**Note from your new Editor:** This is my first edition of the *Cruiseletter* following my "appointment" at the Annual General Meeting. Many thanks to Tony for producing the last two editions as I have been overseas, enjoying a great trip to the Galapagos Islands and Peru. I would also like to acknowledge the magnificent dedication of Maureen as the previous Editor of the *Cruiseletter*. This was the second time Maureen stepped into the role, so a big thank you to Maureen.



Ken Archer

The *Cruiseletter* has been published using old software called "*Publisher*" which is no longer fit for purpose and not adaptable for use on Apple computers. Consequently, we have now changed over to use "*Canva*" software. LMYC has been using this to produce its newsletter "*Forecast*" and the Club has now made this software available to the CD. I would like to acknowledge and thank Mark and Cordelia for facilitating this change.

This edition is the first one to be published using *Canva*. Needless to say, there is a steep learning curve for me to get familiar with the software. Cordelia set up a template for the *Cruiseletter* and she is continuing to help me learn the ropes. I thank her for her assistance and ongoing support.

I trust that everyone will tolerate the odd "navigation" error along the way. I also hope you enjoy the new look colour format made possible by the new software. Regards, Ken.

# FOR YOUR CALENDAR

## On Water & Practical Events

AUGUST 23rd 0930-1200

Rope Workshop, Bridgedeck Room

SEPTEMBER 6<sup>TH</sup>

LMYC SAIL PAST.

*Theme: Rock & Roll Bands*

Cruise to follow TBA.

OCTOBER 5th - 11th

Ivan Irwin Cruise - Lake Mac

NOVEMBER 2nd, 2 weeks

Cruise to Sydney, Botany Bay &  
Port Hacking.

## GENERAL MEETINGS - Bridgedeck Room

The August General Meeting 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 the 2025 General Meetings:

**August 11<sup>th</sup>** Everything You Ever Wanted to Know About Ropes - Panel Discussion

**September 8<sup>th</sup>** Guest Speaker - NSW Maritime Boating Safety Officer (TBC)

**October 13<sup>th</sup>** TBA

**November** The date will be put back to Mon 17<sup>th</sup> due to Sydney Cruise.

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.

Many thanks this month to Maureen and Fred for coordination of our Duckhole winter escape outing.

