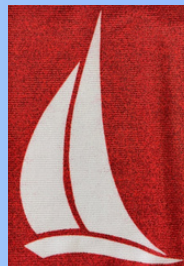
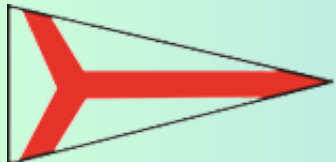


LAKE MACQUARIE YACHT CLUB CRUISING DIVISION



CRUISELETTER

APRIL 2026 | ISSUE NO. 429



Double Fun at anchor in Wangi Bay during March outing
(Below): Three men in a tuberrr Liferaft?

What's on this month

- **General Meeting: 13th April 2026, 7:00 pm; Bridgedeck Room**
Guest Speaker: Simon Turpin, Discover Sailing Program, LMYC.
- **Lake Outing: Easter Outing, 3rd - 5th April. Richard & Jen Coordinators.**

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SKIPPER'S REPORT

Greetings fellow CD members,

We hope that you have been getting a chance to get out on your boats before the cold weather arrives. Never forget that using your boat regularly is one of the best ways to reduce the growth of barnacles and slime on your hull! Given the very high cost of slipping and antifouling these days you need all the help you can get to keep things under control.

The March meeting was a great success with our largest attendance for over a year. The pre-meeting 'live firing' of a liferaft was well attended (40 people) and the feedback has been great. Rob and Karen Black (ex-KRACKT) came along to tell us a bit about their raft and watch it deploy for the first and last time. While most CD members do not have liferafts on their boats it is always useful to have had 'real world' exposure to how they work and what is usually packed in them.

The guest speaker for the general meeting was Dean Gainey from Durable Plumbing and Gas (Belmont). Dean has presented to us in the past and several members requested that we invite him back to give us a refresher and update on all this 'gas on boats'. He did a great job (despite our technology letting him down) and I think most of us had to admit that we may not be as compliant as we had hoped. Dean has very kindly offered to do a complementary inspection of our boats at the LMYC marina and then quote on any repairs that may be required. Richard Masson kindly offered to co-ordinate this activity.

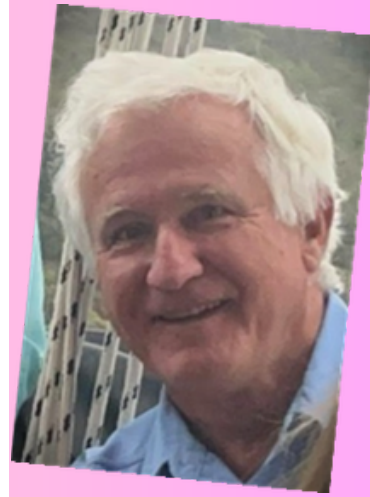
Our monthly on-water activity had a very loose theme of practicing for retrieving an object or person from the water. Five vessels participated and everyone reported that it was a useful opportunity to think more seriously about the challenges that might confront them on their boats. After overnighting at Styles on Friday night we moved to the inner reaches of Wangi Bay to anchor up as a group. That afternoon the skippers all gathered on Beyond Cool to discuss the learnings from the day and have a look at some of the MOB/Emergency gear carried by Mark and Carolanne. The group agreed that we needed to bring these learnings together as an article for the Cruiseletter and follow up with a panel discussion later in the year. The dinner ashore that evening attracted 16 members and a great time was had by all.

The guest speaker for the April General Meeting will be Simon Turpin. Simon is the Sailing Manager for LMYC and will outline the new sail development program now being run by LMYC. I don't need to remind CD members that the age demographic of our cruisers and racers is very much biased to one end of the age spectrum. Simon's programs are designed to target a younger group of enthusiasts who will become our future cruisers and racers. We need to make sure that we embrace these 'newbies' and encourage them to join the CD and actively participate in all our activities.

It is with some sadness that we say goodbye to our dear friends and longtime members, Chris and Nikki Cahill, who are moving back to the UK. They will be flying out very soon, and we wish them all the very best for the future (see p. 13 for more information.)

Cath and I will be wandering around southern Africa for a month, so I have passed the Skipper responsibility to Ken. He is a past Skipper and will continue to steer the ship whilst we are away.

Best wishes and safe sailing,
Tony



TONY AUSTIN

Note: CD memberships are now due: Annual fee is \$25 or \$70 for 3 years. Ralph has sent out reminders to all members who are due to pay this year.

Lake Matters

Probably the most important development since our last Cruiseletter is the recent announcement that Empire Marina Lake Macquarie will be ceasing all DIY in their facility from the middle of the year. Geoff Edman has sought clarification from their General Manager and he has confirmed that all work must now be done by approved tradesmen and there will be no exceptions. This will be an expensive blow for many of our members who have traditionally done most of the out of water work on their own vessels. Empire Marina was the last facility offering DIY options on Lake Mac and it will only be a matter of time before DIY is no longer an option anywhere along the NSW coast. With rising insurance costs and now rising maintenance costs, boat ownership is rapidly become an even more expensive sport/hobby.

Tony.

March Meeting's Guest Speaker - Dean Gainey

LPG Gas Safety and Installation on Yachts: At the March meeting, Dean Gainey, Durable Gas Services, (pictured below) gave a very detailed presentation on all matters concerning use of LPG (gas) on boats. His talk covered: Australian Standards; cylinder types; cylinder Installation and connections; corrosion issues; main concerns with cylinders; cylinder compartments on yachts; LPG compliance plates; regulators; types of valves and fittings; cylinder connections; "pigtailes" and flow valves; gas supply piping; installation; hose assemblies; shut-off valves; cylinder connections; gas appliances; gas leak detection; ventilation; testing and commissioning. Details of each of these issues are too lengthy for this Cruiseletter. However, I took photos of all Dean's slides, which were very detailed, and have uploaded these onto the CD "Tips and Tricks" Facebook page.



The CD wishes to thank Dean for his very comprehensive talk. **Dean has also agreed to inspect CD members boats at the LMYC Marina on 9th April. Booking is required.**



What's Happening at LMYC?

- Membership is now due for both the LMYC and CD.
- Dates for your diaries:
 - Friday 8th May: Trivia Night for LMYC Discover Sailing program.
 - Tuesday 26th May: LMYC AGM.
 - Friday 12th June: Degustation Night with Crusoes.
 - Friday 24th July: Christmas in July Long Table Dinner.
 - Friday 7th August: Commodore's Ball, raising funds for Marine Rescue.
- Current repair work to the marina is complete but future work on the supporting structure is being assessed.
- Repairs to the south side of the car park will be undertaken in April.
- Principal Race Officer, Ross Ahrens is retiring at the end of the racing season.
- Rear Commodore Phil Cunningham (and CD Committee member) has written an interesting article on the Swansea Channel in the latest "Forecast".
- Also in "Forecast" is a message about a 100 km run being undertaken by Bryan Phillip's son Jason, in memory of his father, Bryan, with proceeds going to the Liver Foundation.

Download the latest editions of "Forecast" to catch up with all the entertainment and other activities you can enjoy at your Club.

Report - WWSA Gathering at the Bay

The WWSA Gathering at the Bay 2026 is all about connection, confidence, and shared experiences on the water. Events like this create a unique space where women of all skill levels can come together, support one another, and grow both in sailing ability and self-belief. Whether you are new to cruising or have years of experience behind you, this event offers something truly valuable, community.

One of the most powerful aspects of the gathering is the opportunity to meet like-minded women who share a passion for life on the water. It is a chance to exchange stories, learn new skills, and build friendships that extend far beyond a single weekend.

Across the event, guest speakers shared valuable insights and experiences, including coping with crises at sea, smart layering with marine clothing, and caring for waterproof gear. We also learned about rope work with Mel from DeckHardware, heard from the Making Waves Foundation Rolex Sydney to Hobart Race Team 2025, and explored the theme of "How to Stay Afloat; goals, grit, and the courage to repair a boat." The event even featured a fashion parade by Henri Lloyd, adding a fun and vibrant touch to the program.

This is a fantastic opportunity to challenge yourself in a supportive and encouraging environment. From shared meals to relaxed conversations, the sense of camaraderie is something truly special. It reinforces why we love being part of this community. We were fortunate to meet wonderful women from Fremantle, Mackay, Ballarat, Coffs Harbour, New Zealand, and our own local community.

We strongly encourage you to consider joining us at the WWSA Gathering at the Bay in 2027. You may arrive as individuals, but you will leave as part of a stronger, more connected group of women who support each other both on and off the water.

If you have any further questions, please speak with Selma, Eleanor, Angela, Lisa, or Natalie, who would be happy to share more about our wonderful experience.

Natalie.



Group Photo - WWSA Gathering at the Bay



Selma, Natalie, Eleanor, Angela and Lisa (not in photo) from the CD attended the Gathering.

Safety Snippet

Liferaft Demonstration at CD Meeting

A demonstration of employing and using a liferaft was held prior to the March general meeting in the Marquee at LMYC. The “out-of-date” liferaft was donated to the CD by Rob and Karen Black who had been long-time members of the club, and was greatly appreciated by the large roll-up of about 40 members.



(Photos): Tony acknowledged the donation to Karen who came across to have a look at their old liferaft, before Rob did the honours and pulled the magic rope to inflate the liferaft. The raft was quite old, about 25 years and was out of date, so it was not unexpected that the lower section did not inflate. It was later inflated using the footpump which came as part of the raft’s accessories. The items in the liferaft were displayed, including food, flares, knives, first aid items and so forth. Chris and Tony gave an overview of aspects of boarding and managing the raft in the water. It was a very instructive and valuable overview of survival at sea in case of a loss of a vessel.

MARCH OUTING CRUISE REPORT



The March outing held from 13-15th March, was coordinated by Tony. Only two boats, Double Fun and Migaloo turned out on Friday 13th (most inauspicious) for sundowners at Styles Point, so we got together on DF for drinks and nibbles; the poor turnout being largely due to the strong southerly which developed in the afternoon. Nevertheless, it was very calm in Styles and we had a very pleasant evening.

The safety theme for weekend was to consider issues related to Man Overboard (MOB), and specifically to practice manoeuvring to and picking up a floating item in lieu of an actual MOB. The photos show Tony in Double Fun and Ken on Migaloo successfully rescuing our MOB.



Following this exercise, we sailed down the lake on Saturday and returned to Wangi Bay near the Workers Club to go ashore for dinner. Beyond Cool joined us for the sail, and we were also joined by Moondance and Renaissance when we arrived back into Wangi.

Later that afternoon, skippers from the boats present assembled on Beyond Cool for a discussion on MOB issues, rescue techniques and equipment/devices for rescuing a crew who is "lost" overboard. It was also very instructive to be able to inspect the excellent equipment the Mark and Carolanne have acquired for rescue at sea. An article and photos appear on the following pages on the outcomes of this most informative discussion.

All crews went ashore for dinner, and were met by Chris and Nikki, Richard and Jen and Fred and Maureen at the Club, for an enjoyable evening. Most crews returned back to their moorings next morning in much calmer weather than experienced on Friday!



Racing yacht heading south.

Man Overboard Equipment and Procedures

Recovering someone from the water is a high-stakes race against time and physics. On a yacht, the challenge isn't just finding them—it's overcoming the "high freeboard" (the height of the deck above the water) and the weight of a person in wet gear. Finding yourself in a Man Overboard (MOB) situation is every sailor's nightmare, but a calm, practiced response is the difference between a close call and a tragedy. The "best" method often depends on your crew size and the sea conditions. As most cruises undertaken by Cruising Division members have only two crew aboard, this presents even more difficulty in finding and rescuing a MOB.

Electronic Devices on Vessel and Wearable Items:

Before discussing MOB recovery techniques, it is important to understand what electronic devices are available to aid in the search and recovery of a MOB, so that boats and crew are suitably equipped with the most appropriate equipment in case of a MOB emergency.

When it comes to man overboard (MOB) situations on yachts, AIS (Automatic Identification System), Personal EPIRBs (Emergency Position-Indicating Radio Beacons), and DSC (Digital Selective Calling) radio each offer distinct advantages and work in different ways. Here's a comparison to help understand their uses:

AIS (Automatic Identification System):

AIS is primarily used for collision avoidance and tracking other vessels, but an AIS MOB device is a dedicated unit designed to be worn by a person (see page 10 for photos).

How it Works for MOB: When activated, an AIS MOB device continuously transmits a distress alert signal including its GPS position. This signal is received by nearby AIS-equipped vessels (including the yacht the person fell from) and shore stations if within range. The position shows up as a dedicated MOB target on the yacht's chartplotter or AIS display, making it easy to navigate directly to the person.

Pros: Local Warning: Provides immediate and precise location data to nearby vessels, especially the vessel that lost the person. **Accuracy:** Uses GPS for very accurate positioning. **Visual on Chartplotter:** The MOB target appears directly on electronic charts, simplifying navigation to the casualty. **Less Dependent on Rescue Services:** Other vessels in the vicinity can initiate rescue without waiting for official rescue coordination.

Cons: Limited Range: Typically effective up to 5-10 nautical miles, depending on antenna height and sea state. **No Global Alert:** Does not directly alert rescue coordination centres (RCCs) or satellite services. It relies on other vessels receiving the alert and relaying it. **Requires AIS Receiver:** Other vessels must have an AIS receiver to detect the signal.

Personal EPIRB (Emergency Position-Indicating Radio Beacon)/PLB (Personal Locator Beacon):

A personal EPIRB (often called a PLB - Personal Locator Beacon, which serves a similar function but is registered to a person rather than a vessel) is designed to alert global search and rescue services.

How it Works for MOB: When activated, it transmits a distress signal on 406 MHz to orbiting satellites (COSPAS-SARSAT system). It also typically transmits a homing signal on 121.5 MHz to aid in pinpointing the location once rescue services are in the vicinity. Some modern PLBs also include GPS to provide accurate position data to the satellites quickly.

Pros: Global Coverage: Alerts international search and rescue authorities via satellite, regardless of your location. **Highly Reliable:** Dedicated to global distress alerting. **Accurate Positioning:** GPS-equipped models provide precise coordinates to rescue services. **Registered Information:** Your registration details (vessel info, emergency contacts) are available to RCCs, aiding rescue.

Cons: Slower Activation for Local Response: The alert goes to an RCC first, which then coordinates rescue. This can take longer to initiate an immediate local response from the parent vessel compared to AIS. **No Direct Signal to Parent Vessel:** Does not directly alert the yacht the person fell from about their precise position. **Homing Signal for Final Approach:** The 121.5 MHz signal is for close-range directional finding by aircraft or vessels, not for long-range tracking.

DSC (Digital Selective Calling) Radio:

While a standard VHF or MF/HF radio may not have DSC capability, DSC functionality allows for sending digital distress alerts, and should be standard equipment on a yacht. A handheld VHF with DSC and GPS can be considered for personal MOB use.

How it Works for MOB: A DSC distress alert sends a digital signal with the vessel's (or handheld's) MMSI (Maritime Mobile Service Identity) and GPS position (if connected to GPS) to all DSC-equipped radios within range. A specific "MOB" button or sequence on a handheld DSC radio can initiate this alert.

Pros: Vessel-to-Vessel Alert: Transmits to all DSC radios within VHF range, including the parent vessel and other nearby boats. **Marine Rescue Alert:** If within range of a shore station, the alert goes directly to Marine Rescue or equivalent authority. **Two-way Communication:** Once contact is established, two-way voice communication is possible. **Cost-Effective:** Often built into existing VHF radios.

Cons: Limited Range: VHF DSC is line-of-sight, typically 20-30 nautical miles. Handhelds have lower power and range. **Less Specific for MOB:** While it sends position, it doesn't create a dedicated "MOB target" on a chartplotter like AIS. **Battery Life on Handhelds:** Can be a concern for prolonged use. **Requires Manual Activation:** Still requires the person in the water to activate it correctly.

Summary and Recommendations for MOB on Yachts:

Feature	AIS MOB Device	Personal EPIRB (PLB)	Handheld DSC VHF Radio (with GPS)
Primary Recipient	Nearby vessels, especially parent yacht	Global search and rescue authorities (RCCs)	All DSC-equipped vessels, shore stations (Coast Guard)
Range	Short (5-10 nm)	Global (satellite)	Short (VHF range, line-of-sight)
Positioning	GPS, accurate	GPS (on <u>most newer</u> PLBs), accurate	GPS (if built-in/connected), accurate
Local Response	Immediate visual on <u>chartplotter</u> , direct navigation	Indirect, requires relay from RCC	Alert to parent vessel & others, but no direct chart target
Global Alert	No direct global alert	Yes, alerts global RCCs	Yes, if within shore station range
Parent Vessel Alert	Yes (via AIS receiver)	No direct alert	Yes (via DSC receiver)
Best Use Case	Fast, local recovery by parent vessel (or nearby)	Guaranteed global alert for remote or prolonged SAR	Local alert, two-way communication, primary distress call

For yachting, the ideal scenario often involves a combination of these tools for a comprehensive MOB strategy.

Many yacht crews wear AIS MOB devices or PLBs attached to their lifejackets as standard practice, complementing the yacht's fixed DSC VHF radio system. Single devices with both AIS and PLB capability are also now available, and would offer the best option to attach to lifejackets. This multi-layered approach significantly increases the chances of a successful rescue in a man overboard situation.

MOB Actions and Recovery Techniques.

The "Immediate Action"

Before you even think about the recovery manoeuvre, you must secure the person's location.

- **Shout "Man Overboard!"** to alert everyone on the boat.
- **Spotter:** Assign one person to do nothing but point at the victim. Never take your eyes off them. This will be especially difficult if only one crew is aboard.
- **Press the MOB button on your GPS/Chartplotter** to mark the exact coordinates of the MOB. On some chartplotters, the MOB button is incorporated in with the Waypoint (WPT) button, and not immediately visible to anyone not familiar with your unit. You will need to press and hold the WPT button for several seconds before the MOB icon will be displayed. Alternatively, just enter a Way Point.

The following items are thrown overboard in the first minute of the emergency to keep the person afloat and visible:

- **Lifebuoys & Horseshoe Buoys:** Often equipped with a drogue (to stop it drifting away) and a whistle.
- **MOB Pole (Danbuoy):** A tall, weighted fiberglass pole with a flag. It stands upright in the water to give you a visual reference point since a head in the waves is nearly impossible to spot. A more sophisticated version of the Danbuoy is a **Jonbuoy**, which is larger and enables a person to be fastened onto and better attached to a recovery line such as a halyard.
- **Automatic Lights:** Attached to the buoys, these activate on contact with water which is crucial for night rescues.
- **Throw any other floatation items for buoyancy:** Toss a life ring, Danbuoy, or floating cockpit cushions, not just for floatation, but to make the victim easier to spot in the waves.

Once the initial MOB actions are taken, and the MOB button has been activated, the next step is to take action to locate and recover the MOB.

MOB Search Without Personal Location Devices:

Many of our members will not have electronic MOB aids in their life jackets so no personal MOB beacon, AIS, PLB or VHF radio attached to them. This dramatically increases the importance of recording a 'best guess' location for the MOB by using the MOB function on your plotter (or simply creating a waypoint) and physically throwing floating stuff overboard as a marker. The vessel EPIRB can then be used to quickly start the 'external' rescue process. In the same way a 'May Day' radio call or DSC activation on the main radio will 'call in the cavalry'.

As most coastal cruises undertaken by CD members have only two crew on board, it seems even more important that members give serious consideration to some form of PLB.

Tip: Most boats have a chartplotter, so always activate your "Show Tracks" option at the start of your cruise so you can more easily backtrack along your course.

Core Vessel Recovery Manoeuvres when Sailing:

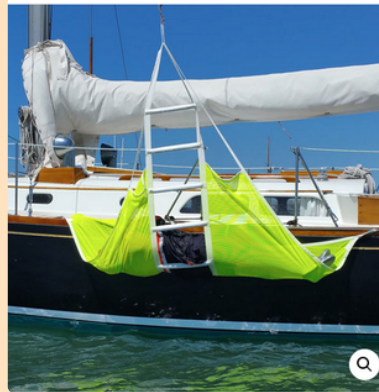
The Quick Stop (Best for Short-handed when Sailing):

This keeps the boat closest to the victim and is the gold standard for modern yachts.

- **Tack immediately** without touching the jib sheets (leave the jib "backed"). The backed jib will help the boat stall and "heave-to." You should practice the "heave-to" procedure.
- **Circle back** toward the victim, using the engine if necessary (check for trailing lines first to prevent fouling the propeller!).



These are three rescue aids: A Life Sling, which you attach to the boats rail and throw the attached sling and floating rope into the water, and circle around the MOB so they can grab the rope and secure themselves inside the sling. The second and third items are self inflating Danbuoys, a newer version of the pole style Danbuoy.



The first two photos are of a Parbuckle or SOS marine recovery ladder. It can be used simply as a ladder to climb up the side of the boat, or to use as a recovery device to "roll" the MOB up the side in a horizontal position, especially if the MOB is unconscious. The second two photos are of a Jonbuoy, which is a self inflating single person "Liferaft" and a recovery device.



These are examples of Personal Locator Beacons. They range from the more simple AIS models, to incorporating a DSC signalling component to incorporating a GPS. Some have all three in the one device. They are worn on lifejackets.

The Figure-Eight (Best for Training/Simplicity):

This is the classic method taught in sailing schools because it provides a clear path back.

- **Go to a beam reach** (perpendicular to the wind).
- **Sail away** for about 5–10 boat lengths.
- **Tack and head back** on a broad reach.
- **Aim slightly downwind of the victim**, then turn up into the wind to lose speed and stop alongside them. It is also preferable to have the MOB on the leeward side of the boat as this will ensure the boat will be blown towards the MOB and will also shelter the MOB from winds and wave motion to some extent.

The Williamson Turn (Best for Power or Night):

Used primarily when the victim is out of sight or at night.

- **Put the helm over hard** toward the side the person fell.
- **After deviating 60°** from your original course, shift the helm hard to the opposite side.
- **When you are 20°** short of the reciprocal (opposite) heading, level out. You will be heading directly back down your original wake.

Critical Safety Tip: Always check for trailing ropes before engaging the engine. A fouled propeller in a rescue situation turns a crisis into a catastrophe.

Getting Them Back Onboard

The Connection Gear:

Once you've manoeuvred the boat back within sight of the person, you need to "hook" or attach them to the vessel without getting too close and risking a collision with them. Actually lifting a person out of the water is the hardest part, especially if they are exhausted or wearing heavy gear.

The options are:

- **Throwing Line:** A floating rope (usually 15-20 meters) in a "throw bag."
- **Life Sling / Recovery Buoy:** After deploying the sling you circle the victim and "entrap" them in the line so they can "feed" themselves along to the end of the line and get inside or clip onto the life buoy, and then winched to the boat's side.
- **Boathook:** Used to grab the victim's lifejacket harness or the recovery line if they are close enough.

The Extraction Gear (For Heavy Lifting):

A waterlogged adult can weigh over 100kg with wet and cold weather clothing. You likely cannot pull them over the rail by hand.

- **Recovery Parbuckle (e.g., SOS Marine Recovery Ladder):** A mesh triangle that attaches to the side of the boat. The person floats into it, and you use a winch to roll them up the hull and onto the deck - (prevents cardiac arrest from sudden blood pressure drops).
- **Swim Ladder:** If the victim is conscious and able-bodied. You should note that swim ladders attached to the stern of many boats, may not be a suitable option for getting aboard. In rough weather, the stern of the boat can rise and fall drastically which could put a person at risk of being injured if they get under the hull, while endeavouring to climb onto the ladder. They may also be very weakened and unable to pull themselves up the ladder.
- **Dedicated MOB Ladder:** Unlike standard boarding ladders, these extend deep into the water (at least 60cm) so a person with limited strength can find a foothold. These can also be deployed along the side of the yacht thereby reducing the problem with the swim ladder in rough seas.
- **Halyard & Winch:** Using a spare mainsail or spinnaker halyard. You clip the hook to the victim's lifejacket harness or other rescue device and use the power of a cockpit winch to hoist them up. In some cases the halyards may not be long enough to reach the victim, so an addition shorter halyard may be needed to clip onto the main halyard.

- **Block and Tackle:** A pre-rigged set of pulleys that provides mechanical advantage for manual lifting.
- **Knives:** In some situations, a MOB may become entangled in rope or webbing, and may need to cut these to free themselves. It is therefore important for a suitable knife to be added to lifejackets. Specialist hook/serrated knives can be purchased for this purpose. It is also required to have knives readily available in the cockpit. Knives made of ceramic materials are very effective and do not rust.

Comparison of Extraction Methods

Method	Best For...	Pros	Cons
Life Sling	Short-handed crews	Great for towing/stabilizing	Hard to get the person <i>on</i> deck
Parbuckle/Cradle	Unconscious victims	Horizontal recovery (prevents cardiac arrest)	Takes up deck space; complex setup
Halyard Lift	Conscious/Active victims	Fast and uses existing boat gear	Lifts person vertically (can be dangerous)

Tip: In cold water, try to keep the victim **horizontal** during the lift. Lifting someone vertically can cause a sudden drop in blood pressure (circumrescue collapse) as blood rushes from the brain to the legs.

Safety Planning to Prevent a MOB: The above article has been about recovering someone who has fallen overboard. However, the best way to save someone is to take all steps necessary to prevent a MOB situation in the first instance. This will be the theme for a follow-up article in a future Cruiseletter. (Ed).

Acknowledgements: This article grew out of a MOB exercise and group discussion on our March club outing. It was subsequently prepared with the assistance of Gemini AI, and with input from Tony, Mark and Richard.

Ken (Ed).

CD Merchandise for Sale:

The CD has some “MUST HAVE” items for your Club boating needs so avail yourselves of these most desirable items while stocks last!



CD Pennants \$10.



CD Calendars \$15.

For the purchase of any items, contact our Treasurer Ralph. Shirts can now be purchased at the LMYC club front desk, and all items are available at Club Meetings. You can now also pay using your Credit or Debit cards.

CD Shirts: \$30
or 2 for \$50.



Farewell to Chris and Nikki. The March General Meeting is the last time we will see Chris and Nikki at our Club as they have decided to return to England to be with family. Both Chris and Nikki have been long-time members and have been extremely active filling roles as Skipper and Safety Officer (Chris) and twice as Treasurer (Nikki). In his role as Safety Officer Chris brought his extensive knowledge of seamanship and medical issues to educate and advise members on these important aspects of sailing. Their efforts were awarded in being voted Life Members in 2023. They have also been active in leading cruise outings and participating in regular club events and outings. Skipper Tony acknowledged and thanked them for their huge contributions to the Cruising Division and wished them all the very best for their future in the U.K. They will be greatly missed as both friends and contributors to our Club. Farewell and very best wishes from us all!



(Left): Welcome Aboard to our new members, Carl and Sue Warner, who own a Martzcraft 35 named "Always There". We hope to see you both out on the lake for our outings, and hope you enjoy being a member of the Cruising Division. Tony is presenting Carl with his club pennant at the March General meeting.



Tony makes a presentation to Dean Gainey in appreciation of his presentation on LPG gas issues, at the March General Meeting.



Selma and Marco presented summaries of their very successful Pittwater Cruise. Marco (alias Mark) gave his presentation in a heavy Italian accent, but it clearly described the fun that those present enjoyed on the Cruise. Selma spoke lyrically of their enjoyment and the visual beauty of the Pittwater ecosystem. Thanks to Selma and Marco (and to Mark as well!).

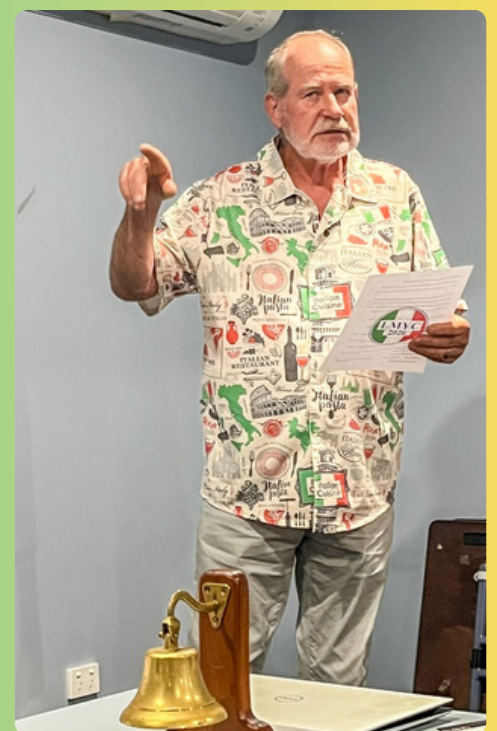


Photo Gallery



Richard (Secretary), Tony (Skipper) and Ralph (Treasurer) at our General Meeting.



Chris giving his final safety talk on liferafts before leaving for the UK.



Beyond Cool departing for home on a sunny morning in Wangi Bay.



Moondance at anchor in Wangi Bay.



A feeding frenzy of seagulls behind Migaloo at Wangi Bay.



Our racing fraternity on Saturday afternoon heading south off Swansea, with Beyond Cool motoring to Wangi Bay on the RHS.

Contact Details

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GENERAL MEETINGS - Bridgedeck Room

The General Meetings 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. Our meetings are a great way to find out what's happening and to get to know fellow CD members.

For Your Calendar

- April:** **Outing: 3-5th April** -Easter Outing, Richard Masson, Coordinator.
 General Meeting:13th -Guest Speaker, Simon Turpin; Discover Sailing Program, LMYC.
- May:** **GM & AGM*: 18th May** -Meeting postponed a week.
 *Non- election year. -Panel Discussion; Bar Crossings.
 Outing: 8th-12th May -Port Stephens/Broughton Is. Cruise.
 NOTE: All May activities are subject to confirmation.
- June:** **General Meeting: 15th** -Guest Speaker - TBA.
 in Pavillion.
 Outing: 20th June -Soup Day

THANK YOU!

Many thanks this month to Tony and Cath for organising the weekend outing and MOB activities. Also thank you to "retired" members Rob and Karen Black for donating their old liferaft for a great practical demonstration.

CRUISELETTER EDITOR

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

Please address all letters for the Cruising Division to:

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