

LAKE MACQUARIE YACHT CLUB  
CRUISING DIVISION

# CRUISELETTER



June 2022 No. 387



*Cruising Gold*

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# Contacts

## Cruising Division Executive

<b><i>Skipper:</i></b>	<b><i>Committee</i></b>		
<i>Gordon Butler 0409 509578</i>	<i>Geoff Edman (LMYC Rep)</i>	<i>Marion Cotterill</i>	<i>0409982535</i>
<b><i>Secretary:</i></b>	<i>Nikki Cahill 0410 982887</i>		
<i>Trudi Butler 0407 912825</i>	<i>Chris Cahill 0416 939546</i>		
<b><i>Treasurer:</i></b>	<i>Richard Masson 0422 347875</i>		
<i>Ralph Asquith 0409 318230</i>	<i>Greg Barnicoat 0497 715669</i>		

## Skipper's Report

Our last members meeting was our Annual General Meeting. Our committee operate over a two-year cycle, so there was no election for the Committee this year. Thanks to all on the Committee for their input, advice, and assistance over the last 12-months, and the offer to continue in that role for the next year.

The CD relies on the continuing contributions of many members who assist with arranging events, sharing experience at meetings and simply taking the time to help when possible. Our formalised roles, appointed at the AGM, include the following:

### ***Cruising Division Editor:***

Any articles for the Cruiseletter can be sent to Cruiseletter Editor David Baker, preferably in MS Word format.  
[dragonflydbl@gmail.com](mailto:dragonflydbl@gmail.com) (0427 317109)

Please address all letters for the Cruising Division to:

LMYC CRUISING DIVISION  
Ada Street  
Belmont NSW 2280

# Skipper's Report cont'd

Supper coordinators Carolanne and Mark Clement  
Raffle Maureen Seysener  
Aquatic services committee representative – Ross Shirtley  
Safety officer Chris Cahill  
Equipment auditors Tony Austin, Ross Shirtley, Hilton Jones,  
Eleanor Cunningham, Phil Cunningham  
History committee Ross Shirtley and Mike Collins

Thanks to all who assist with these roles

Our May activity was a week-long lake cruise. Trudi and I were unable to attend, but it looked like all who attended enjoyed great weather, and company. Thanks to Ken and Maureen for coordinating the week.

**Gordon Butler**  
**Skipper**



*A foggy morning on the May cruise*

## Upcoming activities

### Our normal schedule is:

Members' meetings – Second Monday of the month, 7:00 pm at the Club.

On water activities – The weekend following the members' meeting.

### 13<sup>th</sup> June – General Meeting

Guest Speaker, John and Raewyn Lemberg - Coral Sea trip – 2021

### 17-19<sup>th</sup> June – Soup Day

Details to be advised closer to the date.

### 11<sup>th</sup> July - Ralph Asquith

Cruising Port Stephens / Broughton Island / Myall Lakes

### 16<sup>th</sup> July Activity

Visit to Marine Rescue Base TBC

Morning visit, then lunch at the Swansea RSL

### New Members

Welcome to Bruce and Kim Taylor who have joined the Cruising Division. We look forward to seeing you at our meetings and on water activities.

# Cruising

## Lake Cruise Report by Ken Archer

13<sup>th</sup> May 2022 – 20<sup>th</sup> May 2022

If there is one way to describe this much postponed cruise, it was perhaps “fantastic luck” due to the great weather sandwiched between two weeks of wet, cool conditions. The cruise began at Styles Point on Friday 13<sup>th</sup> (most inauspicious) and it rained during the morning. The cruise effectively ended on Thursday afternoon (19<sup>th</sup> May) and the rain returned the next day! In between we had bright, warm, sunny days and mild nights with light winds.

As the wind direction was mainly from the west for most of the week, it also meant that we chose to stay in anchorages that we have rarely or never used before, so it gave us the opportunity to explore new parts of the lake. It just demonstrates how much the lake still has to offer!

Most of our activities and highlights during the week have been posted on Facebook, so I encourage everyone to have look at our FB page, particularly to see the fabulous photographs. Sunsets, sunrises, and moon shots were stunning, and our various social activities were, as usual, very enjoyable. These included kayaking at Sandy Beach and shore walks, a highlight being the bush walk at Wangi.



Our itinerary took us from Styles Point (Friday night) to Sandy Beach (Saturday and Sunday nights), then to Taylors Bay (Monday night), Gwandalan (Tuesday night), then to “Stinky” Bay situated on the north-eastern end of Wangi Point near the camping ground (Wednesday night). Finally, we returned to Styles Point on Thursday for lunch at the Bowling Club, then back to our home moorings on Thursday afternoon.

The boats taking part in the cruise were: Stoked, Reverie, Migaloo, Double Fun, Osprey, Saaremaa, Isla Breeze and Beyond Cool. Not all boats participated for the whole time, but the turnout was good given the time of year and the dreaded COVID.



With the shortish days, we were limited in our evening activities ashore, but did get one barbecue in at Sandy Beach. We had sundowners on host boats most afternoons, and these were shared around – one advantage of the smaller numbers being that we were all able to all fit aboard each boat. We also had a couple of lunches ashore at the Gwandalan and Rathmines Bowling Clubs, and coffees ashore at cafes, so the cooks got a bit of a break as well.

We also had a couple of sails, which were very enjoyable despite the light winds, but the flip side was that the nights were calm with pleasant temperatures.

All in all, a very enjoyable week. Thanks to everyone taking part in hosting sundowners and for making it a very convivial week aboard our boats after a difficult, wet and windy summer.



## John and Raewyn's learnings on cruising comfortably

"The Bach" has returned. Two plus years of cruising north we are back to check out the house, catch up with good friends and get more use from the winter wardrobe. So why not share a few of the lessons learned along the way?

### Cooking while cruising

There are libraries of reference material on this subject so we'll focus on a handful of ideas that were tried and tested by us as we learned along the way.

Good food starts with good ingredients. We have learned that it is worthwhile timing provisioning trips ashore with scheduled Farmers Markets. Produce grown locally that has not ripened in the refrigerated environment of a supermarket distribution chain stay fresher longer and taste much better. We would normally provision for a number of weeks. Care taken with purchasing good quality produce and packaging it well for storage pays off. Raewyn would individually wrap fresh produce in paper towels and then aluminium foil before refrigerating. As an example, iceberg lettuce stored in this manner has lasted more than three weeks in good nick.

We used the BBQ heaps for cooking. It keeps the heat and odours out of the boat. Very early on we sold the marine stainless steel BBQ that we inherited with the boat, and replaced it with a Weber Baby Q. Firstly, the Weber is a fraction of the cost of a marine stainless BBQ. Secondly, they are awesome BBQs. We replaced the half a dozen mild steel screws that hold them together with stainless steel equivalents and built a platform for it to sit on the transom rail. Undo two nuts and it is free to take ashore.



The ovens that are often supplied on production yachts are not known for producing an evenly baked output. With the gas burn occurring at the bottom only and generally poorly insulated, trying to bake anything without the bottom being incinerated is a challenge. We have found that storing our pizza stone in the base of the oven helps to mitigate this issue. By the way, we use the stone to cook beautiful pizzas on the Weber. We make our own pizza dough and store in pizza size balls in the freezer. Ready to be rolled out to provide a quick meal with bits and pieces from the pantry or fridge.

We have eaten more fish while cruising than ever before. We have had the good fortune to share anchorages with a number of “fisho’s” who have been very generous with their time and knowledge. Eventually we have begun to see a return on the \$’s invested in trying to fish over the years. Fresh fish straight from the sea is delicious no matter how you cook it. Our favourite quick and tasty method is to shake the fillets about in a plastic bag filled with supermarket purchased fish coating and then straight into the pan.

Our favourite sundowner compliment has been freshly baked focaccia bread. Easy to prepare and with simple ingredients. You just need to remember that you have to start the dough proving process 3 hours before you want the mouth watering product to be served up!

For a very simple way to really impress the dinner guests – serve them up a warm fruit sponge covered in custard. It takes five minutes to prepare and approximately 20 minutes in the oven.

The secret ingredients are \$0.75 packet of cake mix combined with the juice from a tin of peaches (or any other tinned fruit). Insert the fruit in the top of the mix and bung the lot in the oven!

Bon appetite!

What are the tips that other CD members have for enjoying food aboard? Please contribute to the thread on the Facebook Group.

Next month.....lessons learned chasing fish!

John and Raewyn.



## Safety Corner April 2022 - Tony Austin

The following is a summary of the Safety Talk presented by Tony at the May CD meeting.

### Lifejackets: A CD Primer.

#### Goals:

1. Understand how to select the right lifejacket for the task
2. Understand how to meet NSW Maritime & CD Audit requirements
3. Understand that the skipper of the vessel is LEGALLY RESPONSIBLE for ALL compliance issues

#### Standards:

##### New Australian Standard (AS) 4758

Effective from 1 January 2021 (following a 10 year grace period). The new standard basically identifies the buoyancy of all types of jackets. The buoyancy is measured in Newtons (N) where 1kg of weight is supported by a force of 9.8N.

The new identifying levels are 50N/50S; 100N; 150N & Above

##### Replaces old system (1996):

AS1512 – Type 1 (Open Water 87N – Head support & self righting)

AS1499 – Type 2 (Smooth Water only)

AS2260 – Type 3 (Smooth Water – rapid rescue)

#### Requirements:

##### NSW Maritime (RMS):

Marine Safety Regulation 2016

**NB:** According to Transport NSW Centre for Maritime Safety lifejackets made to the old standards will still be recognised for many years and a changeover date won't be made until there has been thorough consultation.

Put simply, in Enclosed Waters wear Level 50S or above;

In Open Waters wear Level 100 or above.

**NB:** Everyone MUST wear Level 100 or above when crossing coastal bars.

ALL vessels must carry an approved lifejacket for every person EVEN WHEN NOT required to wear it.

#### Australian Sailing Special Regulations:

##### Category 7 (Enclosed Waters)

=/> 50N (In service – 1 per crew). Personal lifejacket marked to identify owner.

##### Category 4 (Short Offshore races, close to shore in relatively warm or protected waters, normally held in daylight)

=/> 150N (NOT Mae West. In service – 1 per crew). Each lifejacket with reflective tape, whistle, crotch strap/s.

Personal lifejacket marked to identify owner.

#### Reference:

Transport for NSW: Boating Handbook 09/2021

## The CD Audit Program - A very early review.

The evolution of the CD boat audit program has been a complex and slow process. In 2019 a CD committee member expressed concern that committee members did not appear to be formally recognised by LMYC and were thus not indemnified by LMYC, a fact confirmed by the club. The LMYC Board was happy to formally recognise the CD Committee but directed that the CD must adopt a more rigorous system for identifying and managing risk. The Board directed that the CD introduce a system of boat auditing that would ensure that CD vessels were 'fit for purpose' when participating in CD on water activities. After much research, discussion and negotiation, an audit system was adopted based on the Australian Sailing Category 7 (Enclosed waters, daylight hours) schedule for activities on Lake Macquarie. Formal audits commenced in early 2022 and approximately 30 vessels have been audited.

The CD committee has worked hard to develop a system that is constructive and practical. The auditors are all highly experienced cruising sailors who are current CD members. The current system allows for owners to request waivers for situations that are clearly of low risk, although the audit committee is loathe to waiver situations that are identified as potentially 'high risk'.

So, how have things been going? I have to say that, whilst often a bit nervous at first, the vast majority of owners have been supportive and have fully co-operated with the spirit of the audit. The most common issues have been anchor chain size and lifeline thickness. Many midsize production yachts are supplied by manufacturers and dealers with anchor chain (usually 8mm) that is undersize by Cat 7 schedules. This is despite the boat builders, chain and anchor manufacturers and many sailing handbooks stating that thinner chain is safe. A similar situation exists for stainless wire lifelines. The CD Audit Committee has agreed to offer automatic waivers for these issues.

While not formally an audit issue, we did find that on several vessels with removable rear cockpit seat infills, there was a significant gap in the lifelines when the seat was dropped or removed.

The owners acknowledged that this was a significant risk, especially with children onboard, and have put in place excellent solutions that remove this gap.

From a personal point of view, preparing *Double Fun* for her audit identified several areas for improvement. The issue of storing petrol 'below decks in portable containers' is very clearly prohibited but becomes a bit ambiguous in a catamaran saloon area. I had been storing a portable petrol generator along with spare petrol containers under the saloon seats. These spaces are not ventilated externally and really should be considered to be 'below decks' from a safety perspective. I rarely, if ever, use the generator so it is now fully defueled and the spare petrol is stored in forward, drained and ventilated deck lockers. Similarly, I have removed all spare gas canisters for my portable butane stove, sealed them in plastic and stowed them outside the saloon in a separate forward deck locker.

During audits several skippers have commented that it has been great to have an independent set of eyes have a look at their vessel. We have been able to discuss not just the 'what' but also the 'why' of the audit items which has led to a much better understanding of how safety can be maximised on their boat. Areas of note have been the complexity of the current life jacket standards and the self servicing of fire extinguishers.

In conclusion, the introduction of the CD Safety Audit program has been complex and, at times, contentious. With over 30 vessels now audited we have the vast majority of active members covered and the feedback has been extremely positive. We hope that our remaining members will complete their audits by the end of the year and look forward to refining the process as we get more feedback. The auditors are happy to work with owners at any time and any place and even do 'pre-audit' visits to assist in preparing boats for formal audit.

Wishing you all safe sailing,  
Tony Austin

**Mapping the Lake** Graeme and Sue Bishop

The earliest known Charts of the Lake were produced by Captain Deed prior to the 1<sup>st</sup> world War.

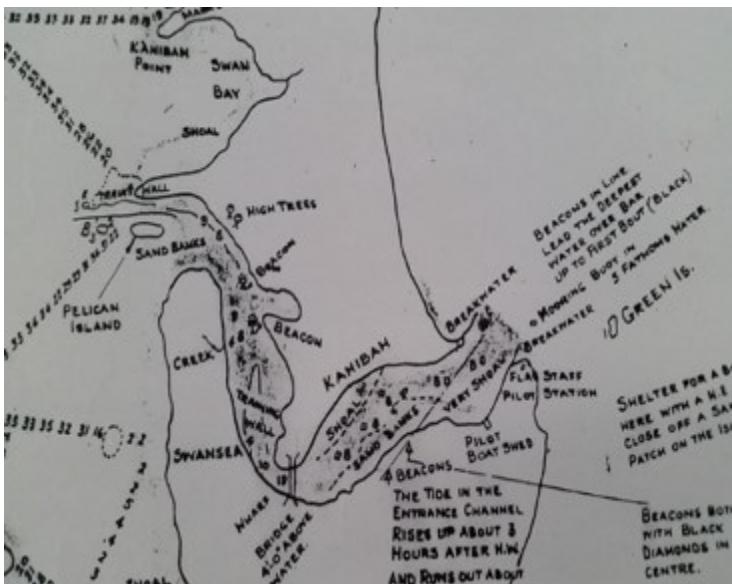
In 1902 Captain Deed purchased a large waterfront allotment at Carey Bay, backing onto Excelsior Street. He built a large boatshed on the waterfront as a weekender. This became known as 'The Camp', where Deed kept an ex-naval cutter from "HMS Powerful".

Captain Deed converted the cutter into a 35 ft yawl rigged yacht, which he named the "Black Angel" (later the "Seabird"). As the picture shows, the rig he chose is almost identical to that of the 27 foot naval whalers that were common until the 1960's.



It was from this vessel that he and his sons, Neville (then nine years) and Ernest (then seven years) took soundings of Lake Macquarie during their summer holidays - the boys swinging the leadline, 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 out 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 chart of Lake Macquarie. This was the standard of hydrography for many years, a real boon to fishermen and sailing enthusiasts.



The section of the chart showing what is often called the Airforce channel appears older than WW2, when it was used by the air force crash boats. Something to think about in getting a better channel long term.

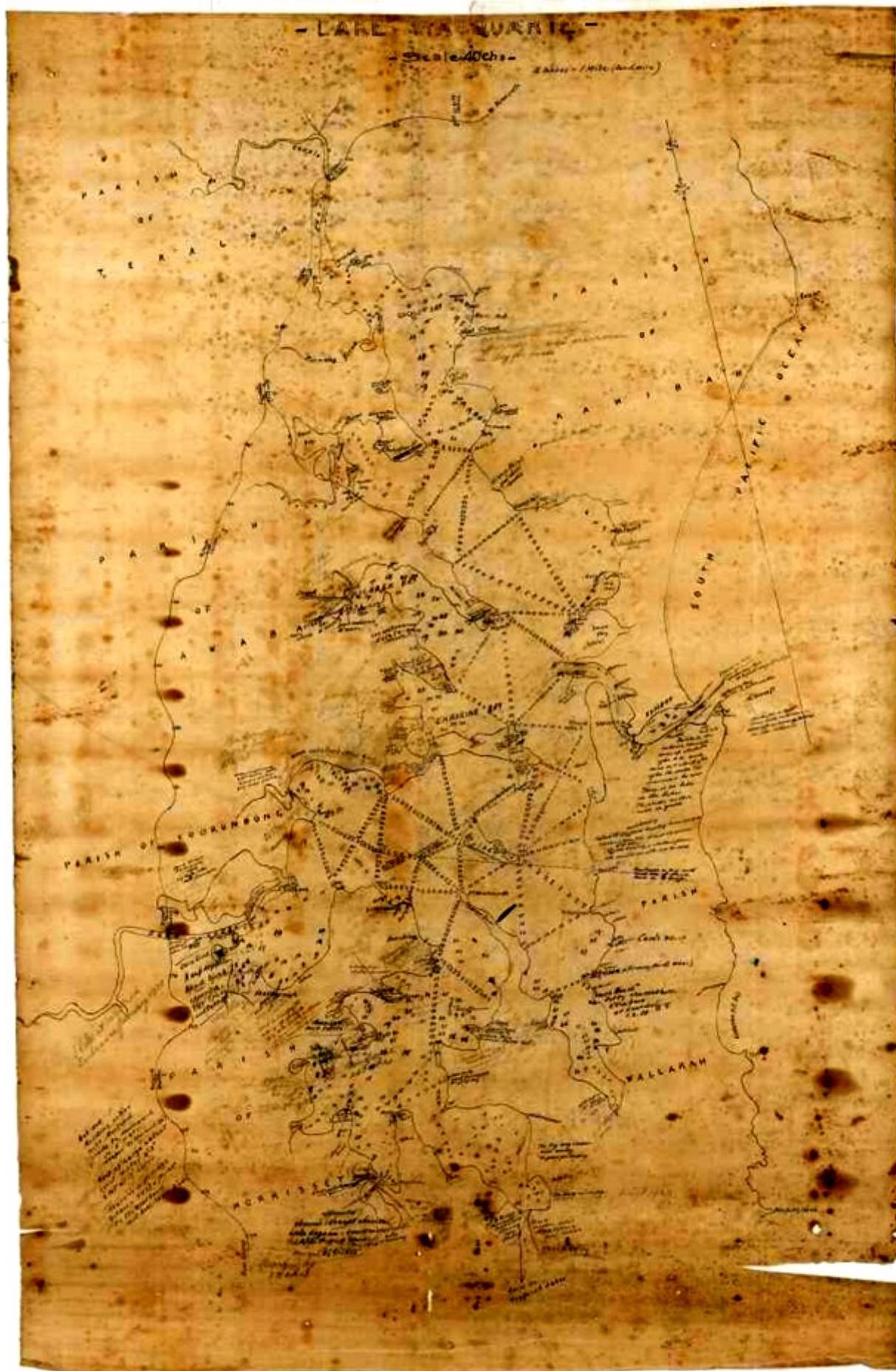
As well as recording depths, Deed also named many points around the lake, which can be seen on his maps. Snake Point near Valentine was named when young Ernest stepped ashore disturbing a coiled snake, Marjory's Bay (now Chain Valley Bay) was named after Deed's daughter. The deepest point marked on those maps was off north-east Pulbah Island - a depth of 44 feet.

The cottage built by Captain Deed is still in use as a B&B and is known as "The Captains Cottage". It is on the water front at the end of Laycock St Carey Bay.

Based on Research by Dulcie Hartley per LMCC Library



Captain Ernest Snowden Deed – Map of Lake Macquarie 1907-1908. Courtesy of the Cultural Collections, University of Newcastle.



**LAKE MACQUARIE YACHT CLUB CRUISING DIVISION****ANNUAL GENERAL MEETING MINUTES**

Monday 09/05/22

The Annual General Meeting was held at LMYC, immediately after the General Meeting.

MEETING OPENED: 7.46 pm

**ATTENDANCE:**

As per attendance book – 22 members attended

**APOLOGIES:**

As per general meeting

**WELCOME TO VISITORS:**

Welcome to Robert Bowman

**CONFIRMATION OF PREVIOUS MINUTES of AGM**

as held on 10<sup>th</sup> May 2021 and circulated by email.

Accepted: Proposed: Geoff Edman Seconded: Maureen Seysener

**SKIPPER'S REPORT – Gordon Butler**

See attached Skipper's Report

Gordon spoke to the highlights of his report.

Report to be accepted at the next AGM

**TREASURER'S REPORT: - Ralph Asquith**

LMYC CD Financial Statements audited by Pacer Accountants

See attached Treasure's Report

Ralph spoke to the highlights of his report. \$3938 was the closing balance at the end Feb (end of financial year).

Report to be accepted at the next AGM

Donation to Marine Rescue Lake Macquarie. \$500 to be presented at our visit. No objections raised.

**ELECTION OF OFFICERS**

Committee positions

No election this year, two-year cycle

Cruiseletter editor – David Baker would like to step down when a replacement editor is found.

Volunteers called for.

Raffle coordinator – Angela Asquith is stepping down. Maureen Seysener volunteered.

Supper coordinator – Mark and Carolanne Clement agreed to continue

Safety Officer - Chris Cahill agreed to continue

Aquatic services committee - Ross Shirtley agreed to continue

Equipment Auditors - Tony Austin, Ross Shirtley, Hilton Jones, Eleanor Cunningham, Phil Cunningham (AS Trained)

History Committee CD reps - Ross Shirtley, Mike Collins

**GENERAL BUSINESS:**

Business arising from previous meeting minutes:

Nil

MEETING CLOSED: 8.06pm