

LAKE MACQUARIE YACHT CLUB  
CRUISING DIVISION



# CRUISELETTER

August 2024 No. 4011

GENERAL MEETING MONDAY 12TH AUGUST

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*Any articles for the Cruiseletter can be sent to the Cruiseletter Editor, Maureen Seysener, preferably in MS Word format. [seysener@gmail.com](mailto:seysener@gmail.com) (0438752561) by 25th of each month.*

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

LMYC CRUISING DIVISION  
Ada Street  
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*Cover - Double Fun approaching Stockton Bridge — Newcastle Cruise*



# Skipper's Report

Ralph Asquith



The weather Gods have again been kind and provided a pleasant window to enjoy the Newcastle Cruise. It was a great weekend of socialising and exploring the mighty Hunter River up to the Hexham Bridge. It's amazing how many members have not enjoyed the "Hunter" which is in our own back yard. Perhaps next time we visit Newcastle we should incorporate an overnight stay at Hexham and tender further up the river. Great to see our members participating and we would love to see more. If you have any other suggested destinations please let me know and we will endeavour to incorporate them into our cruising program.

A group of us also attended the Sydney Boat Show recently. Its amazing to see how the size and price of the boats has increased over the last ten years. Plenty of useful boating gadgets and safety equipment also on display.



Following on from the strategic review the committee will be organising some hands-on technical sessions over the next few months. A few of the topics that we are considering include

- Measuring and recording mast heights to enable safe navigation under bridges and power lines.
- How to use DSC on your radio.
- Fibreglass repairs.



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

The Current TEMPORARY dredging of the Swansea channel is drawing to a close and it will be interesting to monitor the dogleg depth over the next few months to see the effectiveness of the dredging program. 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 will also be lobbying the local council members/candidates to commit to issues effecting the club, in light of the upcoming local elections.

LMYC CD sun hats still available at the bargain member price of \$5 (\$10 for non-members). 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.

We have also purchased a rivet gun to add to our collection of tools (available to members behind the club bar). It's capable on driving ¼ inch or 6.4 mm rivets for mast work.

## Upcoming Events

Next General Meeting is scheduled for Monday 12<sup>th</sup> August 19:00.

Guest speaker, Matt McBride from Industrial Monitoring and Control talking about the technical side of FLIR cameras. This will be augmented by myself and Ross Shirley adding practical experience and tips for night navigation.

We have scheduled the next lake cruise for 16-18<sup>th</sup> August. I hope we get a good role up for this cruise as it has been packed with sporting (tennis), sailing and social events. It should be great, as long as the weather remains kind.

### 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 - stay warm (spring is not far away!) and safe sailing.

Ralph

## August Outing

### Taylor Made! 16th-18th August

Beat off those Winter blues and set sail for Taylor's Bay for a weekend of friendship, fun and a bit of gentle exercise! *(Optional of course!)*

\* *Meet up at Taylor's Bay Friday afternoon (1630) for a gathering on board host boats for a convivial happy hour.*

\* *Saturday morning head into shore at 10am for morning tea and a game of tennis at the NSW Sport and Rec Courts, or a ramble along the bush track atop of Wolstoncroft Point.*

\* *Saturday lunch-time take the tender to Gwandalen Bowling Club at 1pm for a delicious meal before tucking up on board and enjoying a peaceful night in this beautifully protected bay.*

*Please contact the coordinators, Richard & Jen Masson (0422347875 or email) if you'd like to join us for lunch at the bowling club.*



### Vale Joe Roggeveen

It was with great sadness that members recently learned of the death of one of the Cruising Divisions absolute gentlemen - Johannes Roggeveen - or as we all knew and loved him - 'Joe'.

Joe and wife Helen were long term members of LMYC and the CD and were not only active participants in monthly events but highly experienced blue water cruisers completing many ocean passages including their round-the-world trip in the 1990's in their Westerly Conway 10.9 - "Dream Catcher".

However Joe was not only an accomplished sailor but intrepid inventor and skilled craftsman building everything from the stunning timber staircase that graced the entrance to their beautiful home to a computerised quilting machine for Helen. His love and care for Helen in her final years was the hallmark of the man who will be remembered fondly for his generosity, gentleness, good humour and absolute integrity. Rest in Peace dear friend.



# July Outing

Newcastle Cruise 12th –14th July

Tony Austin



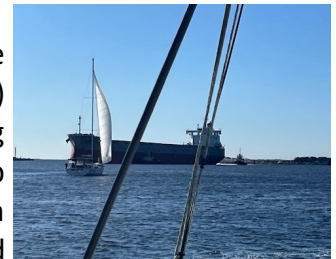
I must begin this report by saying that this cruise has had the longest gestation in CD history. It has been planned more times that Johnny Farnham has had farewells and very rarely is something this simple so hard to execute. I think we all have to take our hats off to our intrepid Skipper for making this happen. A lesser man would have given up and quietly wimped moving the weekend to Styles.

Even though the latest reports suggested that the channel was deep enough and the trip up would be an armchair ride, the weather did not look quite as promising for the trip back. While any wind from the west can be managed by staying close inshore, the forecast seas and swell did look a bit worrisome as they would not only make the trip down a bit lumpy but could also make it challenging for keel boats

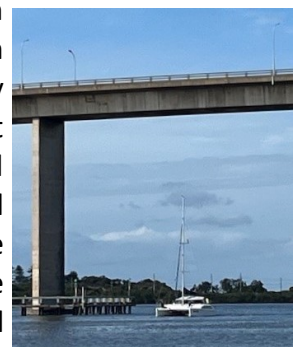


seeking to cross the Swansea Bar (and dreaded coal seam). Despite these concerns six boats took up the challenge and set off to pass through the Swansea bridge at 10am on Friday morning. It was an amazing trip up - seas as smooth as silk, no breeze and a lovely sunny day. What more could you ask for as a 'soft' re-introduction to coastal cruising? The only disappointment was not enough wind to actually sail and no whales until we reached Newcastle and were committed to enter the port.

While sailing past several 'Smart Drumline' buoys off the beaches we watched a large ship depart the port. Newcastle VTS (Channel 09) advised that we had several hours before the next major shipping movement so getting into the port was a lot less worrisome. The trip down the harbour to our berths at NCYC was uneventful and they did a great job in grouping us together on F Jetty - as close to the club and amenities as you can get. The two cats (2Dream and Double Fun) were allocated the T end arm of F Jetty and for reasons that are certainly not obvious to me we had two timber pylons to work around. With many hands available to help we were soon securing tied alongside.



The dinner that evening at NCYC was excellent - we had several members join us by car making a group of 20 for the evening. The food was great (albeit you had to be quick to get your first choice) and everyone had a great time before several retired to the boats for a few night caps. Rum and scotch seemed to be the beverages of choice which makes sense given the rather cool evening. The following morning dawned sunny but cold and several groups headed off for a brisk walk along the waterfront. Later that morning saw the group (along with some more visitors) spread themselves amongst the two catamarans for an exploratory trip up the north arm of the Hunter River. The day was sunny with a strengthening wind from the west but conditions were again great for a motoring trip up the river. Neither Ralph nor I had been able to find clearance heights for some powerlines between Stockton Bridge and Hexham so we were not sure how far we would get. Our fears were groundless - signs before getting to the powerlines advised that the clearance was 28m - more than enough for us both so we happily continued on our way to Hexham. The river for most of its length is wide and deep with a well marked channel. Having said this the shoreline is mainly mangrove swamp after you leave the port so there isn't a lot to see.



We did make it to Hexham and we could go no further as the bridges have next to no clearance for a sailing vessel. The trip back to NCYC was uneventful and again Newcastle VTS was happy to take our call and advise that there would be no major movements during our trip. After yet more walks around the area the group, following advice from Ralph, walked to a hotel in Carrington that has an excellent little restaurant. We had a great time and the meal together was a fine way to cap off our day.



It was an interesting way to start Sunday morning. One of the NCYC staff came down to tell us that they had received a call from Marine Rescue Lake Macquarie expressing their concern about the state of the Swansea Bar. Apparently conditions were highly changeable going from calm to rough in a matter of minutes. We were also shown a copy of the data from the wave rider buoy off Newcastle Harbour. This was showing a highly variable pattern with peaks of almost 6 metres. Needless to say this generated considerable discussion amongst the skippers but further followup showed that conditions were steadily abating. Suffice to say, the fleet set off at about 10am for the trip south with sunny skies and a moderate westerly breeze. After waiting for a ship to enter the harbour we set off to round Nobbies and make a quick dash for home. I have to say that as we rounded Nobbies the seas were a tad daunting with some rather large rollers breaking heavily on the southern breakwater. Fortunately things started to settle and the trip south ended up being a great sail with sunny skies and moderate seas. Double Fun was the first vessel to reach the Swansea Bar and a check with Marine rescue confirmed that the conditions were now 'calm'. Our passage into the channel confirmed this and all vessels made uneventful crossings. The fleet managed to all get through the bridge together and no-one managed to touch bottom as we transited into the lake. In conclusion everyone had a great time - we finally got to do some coastal cruising and explored the Hunter River for the first time.

On behalf of the participants I would like to thank Ralph for organising an excellent event.



## July Guest Speaker - Stacey Wilson

At the July General Meeting Stacey Wilson, a Central Coast NPWS Ranger and member of the Rapid Response Team to whale entanglement events, spoke to members on her role and shared information regarding safe sailing in coastal waters in regards to marine life.

With the numbers of whales now travelling up the coast each year, Stacey emphasised there are simple rules that will assist in keeping both vessels and marine animals safe. Below are points condensed from her presentation and contact details for relevant organisations to call for help.



### On sighting an animal in distress :

- Details of animals - type /description / size
- Exact location / heading direction / speed
- General level of activity / condition
- Evidence / description of entanglement
- Rope/ nets/ fishing lines
- Floats - colour / size / number
- Photos / videos
- Provide contact details
- Can you stay in contact with the animal?

### Whales

Vessels - 300m exclusion zone

- Do not approach mother and calf
- Do not approach from behind
- Do not wait in front

### Seals

- Drones - 100 away / no hovering
- Swimming - 10m away
- On land - 40m away
- Seal pups - 80m away

### Contact numbers:

Local NPWS	49 72 9000	
NPWS	1300-0-PARKS	1300 072 757
ORCCA	9415 3333	
Marine Wildlife rescue Central Coast		0478439965
Australia Seabird Turtle Rescue	ASTR	0428 862 852
Wildlife in Need of Care	WINC	1300 946 295

Members attending the meeting praised Stacey's presentation - both for the information shared and her personal reflections as a member of the Rapid Response Team. Our thanks to Stacey for offering to come to our meeting and sharing her knowledge and experiences.



# Safety Report - Fire Extinguishers for Cruising Boats











Chris Cahill



There are 5 basic types of Fire Extinguishers available as portable devices in Australia:

- Water
- Wet Chemical
- Foam
- CO2
- Dry Powder

Only Dry Powder extinguishers are really suitable for small vessels and effective against most classes of fire.

ID SIGN	TYPICAL APPEARANCE	EXTINGUISHER TYPE (Cylinder Contains)	CLASS A Wood, Paper Textiles etc. (Normal Combustibles)	CLASS B Flammable Liquids Petrol, Paints	CLASS E Electrical Fires	CLASS F Cooking Oil, Animal Fats, Vegetable Oil
		<b>DRY POWDER CHEMICAL</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>
		<b>Co2 CARBON DIOXIDE</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>
		<b>WATER</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
		<b>FOAM</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>
		<b>WET CHEMICAL</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>YES</b>

## Classes of Fire

- A - Normal combustible material - Wood, paper, fabric etc
- B - Flammable liquids - Petrol, paints etc
- C - Flammable vapours and gases - LPG etc
- D - Flammable metals - Potassium, Lithium, Magnesium etc
- E - Electrical equipment including energised equipment.
- F - Cooking fats and oils, animal fats.

Dry powder is effective against classes A, B and E. A Fire blanket is essential to tackle F.

## Regulations

Australian Standards AS 2444 - Section 5-Vehicles and Small Vessels

Essentially says should be suitable for the classes of fire that could occur including the nature of any cargo



**NSW - Transport for NSW - Boating Safety Equipment** - Just states 1 Extinguisher

**Australian Sailing Special Regulations Cat 7** - min 1x 1A.10B(E) dry powder extinguisher and a Fire Blanket

### Interesting Facts

- A 1 Kg extinguisher lasts about 10 seconds.
- A 2 Kg about 15 seconds. May not put the fire out but should aid escape.



### **1A:10B:E. 2A:20B:E etc - What do the numbers mean?**

They indicate size or capacity, more precisely - 1A = The equivalent of 1 1/4 gallons of water on a class A fire in testing, 10 B = Area of coverage in still air in square feet under test conditions.

**A 1Kg extinguisher will only be effective against a small fire, but will aid escape from a larger one.**

Do not use on Aluminium - MAP (mono Ammonium Phosphate - the active ingredient ) is highly corrosive to aluminium. Do not use near other chemicals such as pool chemical as MAP is acidic and violent reactions can occur with alkalis.

MAP is a good fertiliser so it isn't bad to practice in your garden with expired ABE extinguishers. But beware pets and neighbours and high winds.

Prevention of fire preferable as Dry Power extinguishers make a hell of a mess and completely destroy mechanical and electrical equipment.

### **Final Thoughts:**

One 1Kg is not really enough - we carry 2x 1Kg and 1x1.5Kg with a hose.

1 Extinguisher in each accommodation area near to exits plus 2 near the engine compartment

At least annual (6 monthly better) maintenance and checks. Shake, check pressure.

Replace at 5 years (too expensive to have them refilled and pressure tested)

Lithium batteries present a new challenge - specialist extinguishers are available but are expensive



## **Guest Speakers**

Those members who regularly attend General Meetings (*held on 2nd Monday of the month*) will attest the high quality of Guest Speakers who regularly grace our gatherings.

The Guest Speaker is always invited to address the Meeting immediately following the welcome from the Skipper and usually speaks for approximately 30-40 minutes.

**August 12th: Matt MacBride** will provide technical information on **infrared cameras** for yachts, ranging from hand held appliances to larger commercial units and their many uses - both off-shore and when coming into harbour.



**September 9th:** Local **diesel mechanic, James Bradshaw**, will discuss the importance of maintaining your engine and answer questions from members on all things diesel.

**October 14th:** Panel discussion regarding provisioning of vessels for longer passages.

*Looking forward to catching up with you at our next General Meeting — Monday 12th August in the Bridgedeck Room LMYC.*

## Useful Tools & Stuff you can borrow from LMYC.

Tony Austin



While this may be well known to our older members many 'newbies' may not be aware that LMYC has a range of useful tools and resources that can be borrowed by CD members.

The biggest item is a scaffold kit that is owned by LMYC and stored at Empire Marina hardstand area. It has proved to be immensely useful when working on such tasks as working on antifouling, hull polishing, painting or general hull repairs. The scaffold can be booked through the LMYC Marina Manager (David Morgan - 0400205600). The keys to the storage cage are held at the Empire Marina office.

A range of wire cutters and hand swages are held behind the bar at the clubhouse and can be booked out by bar staff for use onsite. Members need to just swap their membership card for the tool and reclaim their card upon returning the tool.



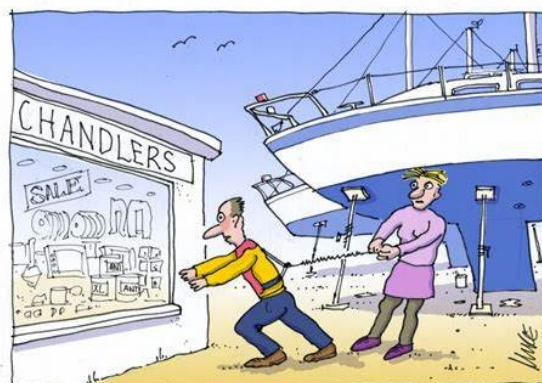
### The CD holds a range of items that include:

1. Hot Knife for cutting ropes or sail cloth
2. Loos Gauge for measuring wire rig tension (this includes a vernier gauge for measuring wire diameter - essential for accurate interpretation of the Loos readings)
3. Range of RYA teaching manuals relevant to general seamanship, navigation and using a VHF radio.
4. Large pop riveter - for those jobs requiring longer pop rivets.



These items are held in a locker within the LMYC Admin Office and can be accessed by contacting a CD committee member. Ideally they can be picked up (and returned) on the night of a General Meeting but other times can be arranged.

If you are after any other type of specialist tool for your boat a great tip is to post a request for help onto the CD Facebook pages - either the general one or the Tips and Tricks. You will be amazed at what our members have hiding in their garages and most of our members are more than willing to either lend or assist.



Patty soon discovered the Lifejacket harness was the only option

## Experience with the Para-anchor

Joe Roggeveen



*This interesting article first appeared in the LMYC Cruiseletter in Feb 2013 (Ed. 285) and provides an insight into the depth of experience of former member Joe Roggeveen.*

Unloading the 125 metre 1¼ inch nylon Para-anchor rode from Dream Catcher recently prompted us to reflect on the past couple of occasions this apparatus was pressed into service. Our parachute is a "Tasman 15" chute from Para-anchors Australia that came complete with floats, lines, weights, the above mentioned rode and a valise for the chute. We added to the line up a bridle with chaff protection and jack line, both with spliced on stainless steel thimbles.

Our first occasion to deploy the anchor was in the middle of the Tasman Sea on our passage to New Zealand. While never life threatening, we did battle unplanned 20 knot head winds and so after a week of sailing to windward in ever increasing swells both Helen and I were pretty much bushed when Helen suggested we stop sailing and try to get some proper rest.

Following the instructions, our deployment of the chute went much to plan. Prior to our departure from Newcastle, a "Y" shaped bridle had been attached to both Dream Catcher's cleats on the bow and seized to negate any possibility of coming off. The bitter end was then brought aft on the port side to within reach of the cockpit and attached to the outside of each stanchion with small cable ties. This allowed us to attached the rode and jack line from the cockpit and eliminated the need for a crew member to go forward. Likewise, in the safety of the cockpit, the Para-anchor and it's floats were shackled together followed by the chute being attached to the outer end of the rode with all the shackle pins seized with more cable ties.

The deployment - first bring Dream Catcher's head to the wind and drop the sails, then steer off a little to bring the wind to our port side. Sounds simple enough but in an animated sea a bit of a challenge. With the sails down, first over the windward side and into the water was the chute that soon started to fill as Dream Catcher drifted away, soon to be followed by the two floats. We continued to pay out rode as we drifted until there was only the bridle and jack line left. As the load was taken up by the bridle, the small cable ties popped and moments later we were lying at anchor with the whole rig out in front and Dream Catcher almost upright riding over the 6 metre swells in what for us was now a comfortable motion.

There was one problem that soon manifested itself. The jack line - that was supposed to be made fast aft to allow us to adjust the angle of the boat to suit the sea v's wind angle. However, as these were not really storm conditions, Dream Catcher would now and then surf down the swells allowing the lines to go slack and sailing over the jack line making it's purpose redundant and causing a tangle on the bow. To solve the problem, Joe goes forward and makes the offender fast along side the bridle.

Once settled down, we prepare a meal and make beds on the saloon floor adjacent to the mast and enjoy a well earned rest but not before plotting our position and setting an anchor light and a guard ring on our radar in the event we may have company. 24 hours later and very much refreshed after a good nights sleep, we decide to push on. With no change in the sea state, and Joe not wanting to spend time on the bow, we plan to retrieve the parachute as we deployed it, that is, after taking in the rode, bring the chute along side and into the cockpit. This was not our best idea as we drifted over our float lines resulting in A tangle with the rudder that could only be undone by cutting the line. After some anxious moments all was on board and we set sail for Opuia once more. Lesson learnt !!!

We must point out that the wind and swells were from the east and during the 24 hours on anchor we drifted around 18nm in a southerly direction which is consistent with the current normally found in this part of the Tasman.

Our second deployment was in the mid Atlantic where a short sharp squall reduced our aged genoa to bunting. Thankfully we have a new spare but fitting a genoa to a furling headsail foil is a job we generally reserve for those very quiet mornings at anchor or in a marina. Then with a bit of luck and with only two on board the job can usually be done with ease before the wind gusts up.

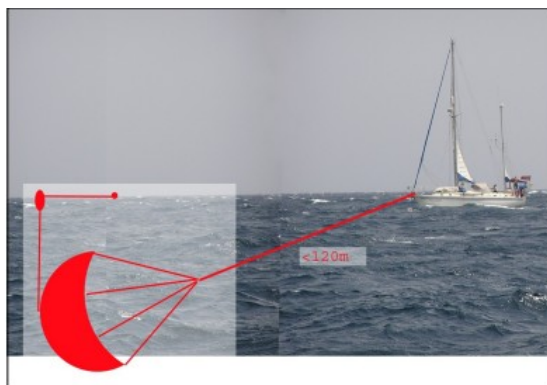
In the open sea and with 15 knots it is impossible to keep Dream Catcher's head to wind unless making way resulting in an increase in apparent wind and making the job that much more difficult. Of course, the auto pilot is also of no use unless making way.

Our solution, deploy the Para-anchor giving the following benefits. First, we will be head to wind without making way and without the helm requiring attention. Secondly, should, heaven forbid, one of us get knocked over board, the boat will not attempt to sail away and/or drag us along by our tether.

To raise the sail we also pressed into service our anchor winch that has a rope capstan. With Joe on the bow, and the halyard temporarily brought forward and onto the winch, Joe was able to both raise the sail using the winch and foot switch as well as feed the luff into the furler leaving Helen to control the sheet and prevent excessive flogging. As soon as the luff was completely in the foil, Helen was then able to quickly furl the sail. - Job done !!!

Learning from our earlier experience, retrieving the anchor was straight forward. Motoring forward, we took in the rode over the bow until the retrieval float could be reached with a boat hook. Securing the retrieval line on deck we motored backwards to invert the canopy and collapse it, then also hauled it on board over the bow. See, practice makes perfect!!

Both the above incidents were far from life threatening, but did provide valuable practice and gave us the confidence that should a nasty situation occur, we would be very comfortable in employing this unique piece of off-shore equipment.



### ***Did you know.....?***

The call "*Mayday*" originated from the French "*m'aidez*" which literally translates to "*Help me*".



# For Your Calendar

## Next Three Months Outings:

### August 16th -18th A Visit to Taylors

Drop anchor in this beautiful bay and spend the weekend enjoying the sunshine, rambling Pt Wolstencroft, maybe spend time with friends on-shore - even having a hit at tennis - fingers crossed for fine weather and light breezes!



### September 7th Opening of the Sailing Season

Deck out your boat in all its finery and celebrate the start of the Sailing Season by joining in the Sailpast and Blessing of the Fleet. Follow-up gathering and BBQ somewhere on-the Lake following the official parade. There will be a theme this year - watch this space!



### October Ivan Irwin Lake Cruise - 5th-11th October - Lock it in!

PLUS.....

**October - November - Jervis Bay Hop** — a Cruising Division first!  
(Exact dates TBA)



## General Meetings – Bridgedeck Room

Whilst our General Meetings start at 7pm, a table is always booked for dinner from 5.30pm onwards for those wishing to share a meal prior to the meeting.

### Dates for General Meetings:-

**August - 12th**

**September - 9th**

**October - 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.

## 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*

*Tony Austin*

*Chris Cahill*

*Nikki Cahill*

*Richard Masson*



*No matter how many times we do it .....!*