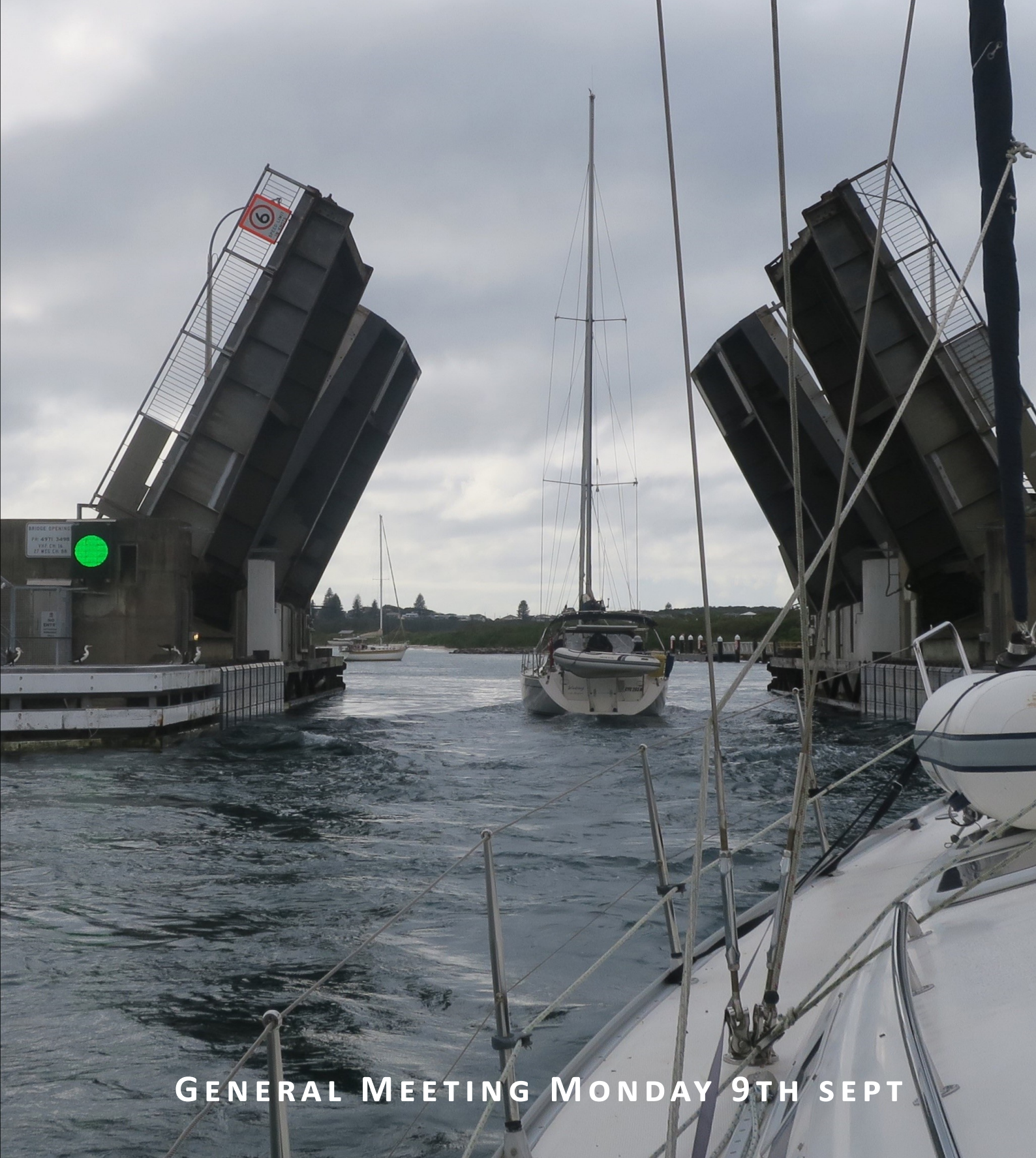


LAKE MACQUARIE YACHT
CLUB CRUISING DIVISION



CRUISELETTER

September 2024 No. 4012



GENERAL MEETING MONDAY 9TH SEPT

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Committee

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Please address all letters for the Cruising Division to:

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Cover - *Windsong* exiting the Lake



Skipper's Report

Ralph Asquith



Our August cruise was held at Taylors Bay adjacent to the Point Wolstoncroft Sport and Recreation Centre. This is a great spot to hold events in the Winter months as it is protected from the westerly winds, the recreation centre has plenty to offer and the staff are very friendly. We booked in for a game of tennis but there are numerous other activities to explore and a fantastic walk out to the end of the point. Taylors Bay is also within walking distance of the Gwandalan Bowling Club, where we met for lunch on Saturday. It was great to see our regular crews and also our friends from Tasmania Walter and Carol.

The LMYC sail past is on Saturday 7/9/24 12:00 to 12:30. After the sail past we will be sailing to Pulbah Island for lunch before returning to the club for free Pizza at 16:00 to 17:00. This should be a great event and an opportunity to “dress up” your yachts and have a chance at winning some fantastic prizes. It would be great to see a large contingent of cruising division yachts attend and join in the festivities so **PLEASE** come along.

Following on from the strategic review the committee we 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 and do not hesitate to contact me or Tony if you have any further suggestions. We will also be holding a flare practise session immediately prior to the general meeting in October and inviting of LMYC racing members to attend.

The Current TEMPORARY dredging of the Swansea channel is completed. Hopefully depth will allow safe navigation for the next 12 months but only time will tell. We are hearing that a PERMANENT solution to the channel silting problem is being discussed and negotiated by the 3 levels of government involved (LMCC, State, Federal). LMCC has decided to “spearhead” the action. Further information available at <https://www.lakemac.com.au/News-articles/Council-set-to-dig-deep-for-long-term-Swansea-Channel-solution>. 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 affecting the club, in light of the upcoming local elections. If you are in contact with any of the candidates please emphasise the importance of having a navigable channel.

Next general meeting is scheduled for Monday 9th August 19:00. Guest speaker, James Bradshaw, from Hunter Marine Diesel talking about diesel engine maintenance, how to spot trouble and starting problem diagnosis (apologies to those who have outboards!). Dinner has been booked for 17:30 as per normal.

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.

A rivet gun has been added to our collection of tools (available to members in the CD locker). If anyone has suggestions for tools they think may be worthwhile adding to our “kit” please let me know.

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

Richard Masson



Taylors Bay 16th-18th August

Our August on-water event was held at Taylors bay and continued our amazing run of luck with the weather on recent events. Despite rain and mist greeting us on arrival at *Jodi* on Friday morning, by the time we arrived in Taylors and chosen our spot, the clouds had parted and the sun came out to stay.

We were soon joined by *Migaloo*, *2 Dream* and *Midlife*. Thanks to Angela and Ralph for hosting a noisy happy hour aboard *2 Dream*.

Saturday morning was perfect for a game of tennis and morning tea at the great facilities in Wolstoncroft Sport & rec centre. We were in awe of Geoff's tennis abilities while wearing thongs!



Lunch was at the recently renovated Gwandalan Bowling club, with some more members joining us, including Tasmanian visitors to the lake, Caroline and Walt from *Sea Change*.

A very social day was capped off with eight on board *Jodi* for happy hour.

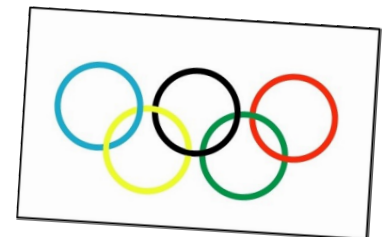
Sunday morning dawned with a light SW wind, perfect for a gentle sail back home to Croudace Bay. Thanks to all who risked the weather gods and made the event such a pleasant weekend!



September Outing

7th September

LMYC Sail Past!



In honour of the Olympics - dress up your vessel (and yourselves) in the colours of our great nation — Green & Gold and come and celebrate the official start of the sailing season.

- Start Time - 1200
- Form up behind *2Dream* and fly the flag for the CD
- Following the sail past we will move to a protected bay for an afternoon of friendship and celebration!

See you there!!

Safety Report

Tony Austin



The past two months have not been good ones for several yachting crews with fatalities in Canada and here in Australia. As active cruisers we must never walk past an opportunity to learn from the misfortunes of others – we owe it to ourselves and to our friends and families.

The first event occurred in early June when a highly experienced Canadian cruising couple departed Nova Scotia (Canada) bound for the Azores in their well set-up 42' GibSea yacht. When they failed to arrive by the expected date an extensive search was launched which failed to find any trace of the vessel or the crew. Sometime later a life raft washed up on Sable Island (near Nova Scotia) with the remains of the crew. There was no indication as to why they had abandoned their vessel nor why they had not activated an EPIRB or PLB.

There have been many cases where yacht crews have been forced to abandon their vessels in such haste that they have not been able to activate their EPIRB or remove it from the sinking boat. Common causes for this are uncontrolled fire, explosion or being hit by a large object such as a whale, floating shipping container or large ship.

The lesson for us from this incident is the importance of having immediate access to your EPIRB whilst underway and, ideally, having a Personal Locator Beacon (PLB) attached to your life jacket. Remember once you have activated your EPIRB it should be tied securely to either the vessel, the raft or yourself and then floated in the ocean around you. They work best when floating upright in water and clear of other objects. It should go without saying that you either have a wide range of survival stores packed into your life raft or have a grab bag that is immediately accessible under all conditions.

The second event occurred in Sydney Harbour when a couple went out to over-night on a 47' yacht that had recently been fully serviced in preparation for a trip up to the Whitsundays to race in the Hamilton Island series. The owner was a highly regarded coastal and racing skipper. When the couple were reported as being overdue to return ashore police conducted a welfare check and found both people deceased. Details are sketchy at this stage but it appears that they may have died from either gas inhalation or carbon monoxide poisoning. This tragic incident highlights the potential dangers of using LPG gas appliances on board a vessel.



Carbon monoxide, a combustion product of LPG appliances, is a highly dangerous and insidious poison that binds with the haemoglobin in the blood thus starving the body of oxygen. It is impossible for the victim to identify and thus we must always ensure that spaces are very well ventilated when gas is burning. This can be a challenge in winter when you want to retain the heat in the cabin!



The lessons from this incident are two-fold – always ensure that there is adequate ventilation when using a gas appliance and have a carbon monoxide detector (less than \$40) running if you plan to sleep aboard after using a gas stove, oven or heater.

I have just finished reading a fascinating, albeit rather morbid, book entitled 'Total Loss' by Jack Coote. It is a collection of 45 first-hand accounts of yacht losses at sea. While there a myriad of lessons to be learned the one that resonated for me as a Lake and coastal sailor was the importance of having a small, rapidly accessible water-proof, floating grab bag for person items such as wallet (with ID, credit cards and money), car keys, spare glasses and essential medication (s). Whilst not having access to these items is not life threatening having them could make life very much easier if you become separated from your vessel.

Vale Bob Pascoe



In the early hours of Sunday the 4th August, former CD member and much loved friend, Bob Pascoe passed away. His life-long friend Ray Kiely wrote "Whilst I know Bob was no longer a member there would be some current members of the CD who would have fond memories of a true gentleman and one of Linda's 'Boys'. Most years we celebrated his birthday during the October cruise. He would have been 97 this October. He was 3 months older than me so the old adage of 'only the good die young' remains true."

Bob was a member of LMYC CD from 2010 to 2017 and a regular crew member of MV Warialda.

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.

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: Flare practise session prior to the meeting. Panel discussion regarding provisioning of vessels for longer passages.

Looking forward to catching up with you at our next General Meeting — Monday September 9th in the Bridgedeck Room LMYC.

An antifouling manufacturer's perspective 2020

The Barnacle Battle



Our company has been formulating and manufacturing marine antifouling products for the Australian, Asian, Pacific and New Zealand markets since the late 1960's. In addition to our own developments, we also manufacture and resell products based on licensed technology.

Since the major EPA review of allowable antifouling biocides took place in 2013, the biocide tools that are available to us as formulators and as resellers/importers has become more restrictive than ever before. In the next 5 years, further reductions in allowable biocides will be implemented in Australia and New Zealand.

As a company heavily invested in the antifouling market place, we can feel the compliance lid sinking restrictively down on us regarding the challenge of meeting our boating and commercial marine customers' expectations to have foul free hulls during their respective docking cycles. In addition, the expectation of regulatory authorities to have a foul-free fleet to control and prevent the transport of organisms from one area to another is also challenging.

The current allowable biocides for barnacle control are restricted to one element: copper*.

The other allowable biocides are mainly effective only on soft fouling organisms such as slime, algae and bio-films.

Our current antifouling development program has been running continuously for over 20 years, and during that time new compliant products have been launched. As well, on an experimental basis, we are looking at other compounds that are registered around the world for barnacle control. Early indications show that these new compounds have real promise regarding adding additional firepower to our barnacle battle strategy, should the Australian APVMA and New Zealand EPA eventually register these compounds.

Meanwhile, the effectiveness of our current product offer is well regarded around most areas of Australia, New Zealand and the Pacific Islands.

However, it's not as simple as that!

Antifouling products can be manufactured consistently to a high standard, under controlled and repeatable conditions, that deliver a consistent product to the customer. However, what we cannot control or even predict is the makeup of the seawater the products are expected to perform in.

Unpredictable variables can occur, such as low salinity, fresh water runoff, dissolved minerals and gases, temperature variations, silt content, contamination from fuels and fertilizers, algal blooms and unusually heavy barnacle spawning seasons. The level of marine life living on surfaces that sit adjacent to berthed vessels can act as a seeding source to attack nice clean hulls, which move into an otherwise highly contested real-estate. Water movement and vessel usage are also strong influencers of antifouling performance, as is correct application of the antifouling system.

A little understood fact, now being studied, is that some barnacles have a level of tolerance to copper. Equally, the pH of the seawater is significant.

These variables all come into play at various times and places around the New Zealand coast. In some instances, a “perfect storm” of these variable factors may occur, and combinations are created such that our products may not always perform as expected. Not unlike antibiotics in the pharmaceutical industry, sometimes nature wins despite our best efforts, investments and intentions, and a product will simply foul up, sometimes in a very short period.

So why do the many variables impact the performance of antifouling?

The quoted variables, either singularly or in combination, can affect antifouling performance and I have listed some examples:

- Fresh water content in seawater (ie brackish conditions), and where runoff is not well distributed by tides or wind, can significantly reduce the toxicity of copper by reducing its solubility.
- Dissolved organic carbon (DOC) in the water is well proven to bind up copper thus rendering it less toxic or non-toxic. The US EPA published a chart showing that the higher the DOC level the more copper is required to be effective. Rainwater, plant breakdown matter and plankton blooms are significant DOC sources.
- Fresh water not only reduces the solubility of copper in an antifouling, but it also slows the solubility of the binder system. In particular, the hydrolysis of silyl polymers is slowed, and this is a key resin in many modern state-of-the-art anti-fouling.
- Water movement is another critical factor. Anti-fouled hulls sitting on moorings and in berths where water movement is sluggish are more prone to fouling, especially where waters are silted up. Bio-films and slimes prefer these conditions, and thrive unless washed off. They can block up the paint surface, thus slowing the release of copper, and barnacles can quickly establish.
- The paint. Adequate coating thickness, with sufficient drying times between coats (longer is better as a generalisation) is important. Over-applying the paint, and/or rapid recoating, can cause solvent entrapment and soft films that disrupt or prevent the biocide release.

What does all this mean for our marine customers?

A complex set of natural and man-made conditions can singularly, or in combination, cause antifouling products to underperform. There is little that the paint supplier in New Zealand can do about this currently, especially with regard to some types of barnacles.

On a national scale this is not an issue, with a minimal number of problems reported statistically. However, there are local “hot spots” around the coast where problems are of real concern. These include but not limited to areas in Australia of Port Hacking (South Sydney), Brisbane Waters (Central Coast north of Sydney), nominated areas of Sydney Harbour and in New Zealand at Whangarei north and the Bay of Islands. Slip operators and boat owners are reporting premature barnacle fouling across most manufacturers products.

From a manufacturers position

We can't control natural events and we don't promise customers there won't be a time and place where nature will win the barnacle battle.

We do promise that the products we supply will be made consistently and in compliance with the current regulations and their allowances. We do not skimp on ingredients to economise, and we treat changes to any formulation that have come through our development program with the utmost caution.

We continue with a vigorous development program to look for answers within the sphere of EPA allowable biocides, as well as investigating emerging new technologies.

We have observed that a product which worked well for one docking cycle may not perform as well (or may in fact perform better) for the next cycle. This variation is one of the reasons that most antifouling manufacturers around the world have many products to offer any one market segment.

Take heart, the battle of the barnacle is being fought on many fronts. Looking back over many decades the war is being won despite the dwindling number of approved and allowable defences. As an industry investment in R&D and the personal efforts committed to addressing the challenge of marine fouling is very significant. I have full confidence that current technology is very effective though not perfect. Over time even better solutions will be discovered.

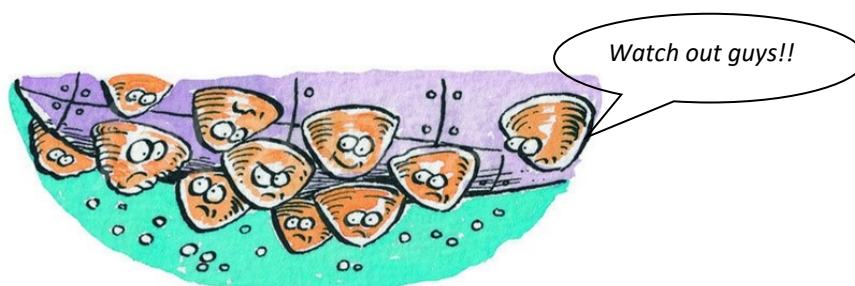
Mike O'Sullivan

Altex Coatings Ltd June 2020

**Copper can be used in modern antifouling paints in the form of copper metal powder, cuprous oxide or cuprous thiocyanate ("white copper"). Modern engineered cuprous oxide is significantly more stable and more effective than the pigments we used 50 years ago, and since the banning of TBT, copper in one form or other forms the major barnacle biocide in antifouling used world wide, in both commercial and pleasure marine markets. Copper is also used, but to a lesser extent, in compounds used as co-biocides, and/or as part of the polymer or resin that the antifouling paint is based on.*

DISCLAIMER Important Information No antifouling paint can be effective under all conditions of exposure, and the performance of this antifouling product depends on many factors beyond the control of the manufacturer, including but not limited to, variables during application and curing, climatic and environmental conditions both global and local during exposure, and acts of nature. We cannot and do not warrant that this product will be suitable for your particular purpose or application and no liability whatsoever is accepted by us. Any information provided by us is provided as a guide only, based on our field experience and raft trials. It is provided without warranty, express or implied. It is your sole responsibility to determine the suitability of the antifouling product for the use contemplated. Ensure you have the latest product datasheet and material safety data sheet from the manufacturer or supplier. Check the data sheet issue date with the listings at www.altexcoatings.com Altex Terms and Conditions of Trade, available at www.altexcoatings.com, apply in respect of all coating products and materials supplied, including samples

Our thanks to ALTEX for graciously granting permission to reprint this article. Thanks also to Gordon Butler who discovered the article and wished to share with fellow CD members.



For Your Calendar

Next Three Months Outings:

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 lunch somewhere on the Lake following the official parade. The theme this year is all about the Green & Gold!



October Ivan Irwin Lake Cruise - 5th-11th October -

Enjoy the luxury of a week spent cruising beautiful Lake Macquarie – no hassle of channels or bridges and always a safe anchorage to tuck into if the wind decides to strengthen. The plan is to run a Cooks-on-strike type cruise to make it easy for the chefs on board. Cruise organisers are Marion & John Cotterill (0409982535). Stay tuned to Facebook for more details.



PLUS.....

October - November - Jervis Bay Hop 19th October

— a Cruising Division first! A coastal cruise in company down to Jervis Bay and back, run as a series of short day sails from Lake Mac. More details are up on Facebook now.



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:-

September - 9th

October - 14th

November - 11th

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 :- Richard Masson who generously volunteered to pull together this month's edition.

Ralph Asquith

Tony Austin

Chris Cahill

Gordon Butler

ALTEX Yacht and Boat Paint



"Judging by all the barnacles on you, I think you may have spent a little too much time down there."