



Christmas Cruise LAKE MACQUARIE

28th December 2023 to 13th January 2024

NOTICE OF CRUISE IN COMPANY & RENDZVOUS CRUISE & CRUISE INSTRUCTIONS

SECTION 1 NOTICE OF CRUISE (NOC)

The Royal Prince Alfred Yacht Club cordially invites owners of eligible vessels to enter the Lake Macquarie Cruise.

1. ORGANISING AUTHORITY

The Organising Authority is The Royal Prince Alfred Yacht Club (RPAYC).

2. RULES AND REGULATIONS

- 2.1** The cruise will be governed by the International Regulations for Preventing Collisions at Sea, the RPAYC Coastal Cruise Management Plan, the RPAYC Incident Management Plan, this Notice of Cruise & Cruise Instructions.
- 2.2** Skippers of boats withdrawing from the cruise must inform the Cruise Coordinator of their intention to do so; similarly, when re-joining the cruise the Cruise Coordinator must be informed.
- 2.2** The RPAYC Cruising Committee has adopted as standard that all boats participating in a cruising event must;
- a. Know their approximate position at all times in order to be able to advise a rescue authority;
 - b. Have a minimum of two crew members onboard who are both able to make a "Mayday" distress call and are familiar with urgency call procedures (eg Pan-Pan and Sécurité);
 - c. Have a minimum of two crew, either independently able to bring the boat back to the vicinity of a Man-Over-Board;
 - d. At night and in bad weather crew must wear an approved lifejacket and be clipped on when in the cockpit or when on deck.

- f. When crossing a bar everyone on the boat must wear an approved lifejacket.

2.3 It is strongly recommended that at least:

- a. When the boat is offshore all crew on deck must wear an approved lifejacket and be attached by tether to a jackstay or clipping point.
- b. Half the crew (rounded up), including the skipper have completed an equivalent passage;
- c. One crew member of each boat hold a current Senior First Aid Certificate; and,
- d. 30% of the total crew including the skipper (rounded up) of each boat have undertaken the AS Safety and Sea Survival Course, or a course of no less standard.

2.4 All participants are reminded that the skipper is solely responsible for deciding whether or not the boat under his command should participate, or continue to participate in an event and are further reminded of RPAYC Cruising Regulations Section 1.1.02 Owners Responsibility, which states the sole and inescapable responsibilities with regard to safety.

3. ELIGIBILITY

3.1 Vessels must be of a thoroughly seaworthy type and comply with the RPAYC Cruising Regulations requirements for a "Short Coastal Cruise" event, or a higher cruising event category.

3.2 The RPAYC reserves the right to reject any entry at its discretion.

3.3 All entrants are required to have Public Liability and Third Party Property insurance cover for the sum of at least \$10,000,000 covering the vessel entered.

3.4 At least one crew member of each participating vessel must be an RPAYC member.

3.5 All skippers must agree with the Section 3 Declaration of this Notice Of Cruise and Cruise Instruction.

4. ENTRIES

4.1 Entries must be received by the RPAYC Sailing Office on the Cruise Enrolment Form; Section 4.3 below, with all fields and declarations completed.

4.2 Entries must be submitted by 1700, Wednesday 20th December 2023.

4.3 The Cruise Entry Form "Cruise Entry Form Lake Macquarie 2023-2024.PDF" is located in the attachment window of your Adobe Reader, the one with the "paper clip". Select the file, **right click**, select **Open** and complete all relevant fields of the form. When complete, save the file and email to sailing@rpayc.com.au or print and hand a copy of your completed form to the sailing office.

5.A CRUISE IN COMPANY SCHEDULE

Note: Cruise transit dates and times will be the published dates and times shown in schedule below or first appropriate transit weather window following the published transit date. This will be determined by the Cruise Coordinator.

All times are Eastern Daylight Savings Time (UTC +11).

Date	Activity	Distance nm
Thursday , 28 th December 2023	06.00 - Transit - Barrenjoey to Lake Macquarie for 12:00pm Bridge Cross Swansea bar at high tide Swansea Heads 09:58 (1.89m) Swansea Bridge 10:00 (1.16m) Spectacle Island 10:41 (1.2m) Anchorage first night Catalina Bay	37 nm (6 hrs @ 6kn)
Friday 29th 2023	Activities in Lake Macquarie	
Saturday 30 th December 2023 – Monday 1 st January 2024	New Years Eve program with Lake Macquarie Yacht Club Cruising Group <ul style="list-style-type: none"> • Joint meet up at Styles Point (Rathmines area) on 30th Dec. • Sail on New Years Eve and anchor to view the Wangi fireworks. • Breakfast BBQ at Wangi on New Year's Day 	
Tuesday 2 nd January 2024 to Friday 12 th January 2024	Activities in Lake Macquarie	
Saturday 13 ^h January 2024	Transit – Lake Macquarie to Pittwater 10:00 Swansea bridge opening Swansea Heads High tide 10:31 (2.08m)	37nm (6hrs @ 6kn)

5B RENDEZVOUS SCHEDULE

Note: Cruise transit dates and times will be the published dates and times shown in schedule below or first appropriate transit weather window following the published transit date. This will be determined by the Cruise Coordinator. The cruise coordinator will notify any changes to the Rendezvous dates

Rendezvous points on other dates will be notified during the cruise.

Date	Activity	Distance
Tuesday 28 th December 17:00	Rendezvous Lake Macquarie Styles Point	37 nm (6 hrs @ 6kn)
Friday 29 th December 10:00	Rendezvous at Catalina Bay	
Saturday 30 th December 13:00	Rendezvous at Styles Point	
Saturday 13 th January 09:00	Rendezvous at Spectacle Island (off Swansea channel entrance)	

6. DOCUMENTATION

6.1 No later than the date specified in section 4.2, each participating boat must submit the following documentation to the RPAYC Sailing Office;

- a. A completed cruise entry form;
- b. A current RPAYC Special Regulations Equipment Audit Compliance Certificate as specified in section 3.1, (unless previously supplied);
- c. Crew list, containing the names and address of each crew member, together with the name, address and telephone number of each crew member's nominated shore contact.

Note: *Crew lists will contain personal information about crew members. This information is being obtained for use in search and rescue situations. This search and rescue information will be freely available to search and rescue authorities and organisations, the Water Police and Volunteer Coastal Stations and may be passed on by them to other organisations. It is a condition of entry that each entrant must specifically inform each crew member of these details and that access to the information held about each crew member can be obtained by contacting the Royal Prince Alfred Yacht Club. A list of all entrants, including boat name, crew names and mobile phone numbers will be distributed to all entrants.*

Failure to present the documentation by the due date may result in the refusal of the cruise entry unless the Cruise Committee deems otherwise.

7. COMMUNICATIONS

A permanently installed VHF transceiver must be fitted as per RPAYC Cruising Regulations Section 3 paragraph 3.24. Channel 77 will be used for radio schedules (skeds) and position reporting between boats participating in the event.

A mobile phone, fully charged and switched on during all Cruise Transits. The mobile telephone call number is to be documented in the Cruise Enrolment Form.

8. SPEED REQUIREMENTS

Each boat must maintain adequate speed to arrive in port by nautical twilight on the cruise transit dates as detailed in Schedule, Section 5.

9. FUEL REQUIREMENTS

Each boat must carry sufficient fuel to be able to motor at five knots for at least one hundred nautical miles. Additional fuel must be carried to be able to meet charging requirements for the duration of the cruise.

10. REQUIRED CHARTS AND REFERENCES

Each boat must carry the references and charts of the areas listed below. Paper charts and charting instruments, must be carried as a back-up for electronic navigation systems.

Charts: AUS 809 Port Jackson to Port Stephens

NSW Maritime Map 8A, Lake Macquarie

References: "Cruising the NSW Coast" by Alan Lucas
Tide Tables (NSW)
Rob's Passage Planner
RPAYC Cruise Management Plan
RPAYC Incident Management Plan

11. CRUISE BRIEFING

A Cruise Briefing will be held at RPAYC at the time and date specified in Section 2.

SECTION 2 CRUISE INSTRUCTIONS (C)

1.0 CRUISE SCHEDULE

The cruise schedule is detailed in Section 5.A and 5B of the NOC.

Please note that transit departure dates will be the date specified in the cruise schedule or the first appropriate weather window following the published date.

The Cruise Coordinator will notify participants at the Cruise Briefing, if there is to be a weather delay.

Any changes to the cruise Schedule, once the Cruise has commenced will be communicated to all participants by the Cruise Coordinator on VHF CH77.

2.0 CRUISE BRIEFING

The Cruise Briefing will be held at RPAYC on 1st December at 20:00 as part of the First Friday.

The skipper or navigator **must** attend the Cruise Briefing for the Cruise in Company

3.0 CRUISE COORDINATOR

Cruise Coordinator will be David Williams, call sign is "Galadriel", mobile telephone is 0481 123 826
Alternative phone 0457 448 779.

4.0 LOGON TIMES FOR CRUISE IN COMPANY

There will be a fleet logon for each of the three cruise transits specified in the NOC Section 5 Schedule.

1. Barrenjoey to Lake Macquarie Port pile, Palm Beach, 09.00Hrs, day of departure
2. Swansea to Barrenjoey, Swansea Channel drop off, 11:00Hrs, day of departure.

If any of the above Logon dates or times change, the Cruise Coordinator will notify Participants at the Cruise Briefing or at an appropriate time during the cruise.

5.0 RADIO SCHEDULE FOR CRUISE IN COMPANY

Cruise radio schedules (skeds) will be conducted on VHF CH77 for each of the Cruise transits.

The Cruise Coordinator will announce each sked on VHF CH77 at the nominated time, and will then call each participating vessel, one at a time on VHF CH77. Each vessel will be requested to report, crew condition and vessel location, specified as Latitude and Longitude (degrees minutes and decimal of minutes). In the interest of time, S and E are not requested.

In the event other VHF traffic does not allow the radio sked to continue at the nominated time, the sked will be postponed until the VHF CH77 becomes available.

- | | | |
|---------------------------|------|------|
| 1. Barrenjoey to Swansea | 1103 | 1403 |
| 2. Swansea to Barrenjoey, | 1303 | 1503 |

Each participating vessel must call the Cruise Coordinator on VHF CH77 at each transit arrival. In the case of Swansea this must be prior to crossing the Swansea Bar. In the event the Cruise Coordinator can't be raised on VHF CH77, contact is to be made by mobile telephone.

SECTION 3 DECLARATION

I acknowledge and agree that:

My attention has been drawn to clause 2.4 of the Notice of Cruise which states "All participants are reminded that the skipper is solely responsible for deciding whether or not the boat under his command should participate, or continue to participate in an event", and I have been further reminded of RPAYC Cruising Regulations Section 1. 1.02 Owners Responsibility, which states the sole and inescapable responsibilities with regard to safety.

The entry of the boat and crew is agreed to and accepted by the Royal Prince Alfred Yacht Club on the basis that the skipper and crew are individually aware of and conversant with the risks involved in coastal sailing and that participation in this event is entirely at the risk of the skipper and crew.

The skipper warrants the suitability of his boat for the event.

The safety of a boat and her entire management including insurance must be the sole responsibility of the skipper who must ensure that the boat is fully found, thoroughly seaworthy, and managed by a crew of sufficient number and experience who are physically fit. The skipper must be satisfied as to the soundness of the hull, spars, rigging sails and all gear. He must ensure that all safety equipment is properly maintained, stowed and in date and that the crew know where it is kept and how it is to be used.

Neither the Royal Prince Alfred Yacht Club, nor its officers, employees, nor agents accept any responsibility or liability for loss, damage death or personal injury however caused to the skipper or crew or their property as a result of their taking part in the Newcastle Lake Macquarie 2023-2024 Cruise.

Neither the Royal Prince Alfred Yacht Club nor its officers, employees or agents accept liability for any costs or expenses that may be incurred as a result of special assistance at sea being arranged for any reason whatsoever.

The existence of these conditions, their use by the event organisers, and any inspection of the boat pursuant to these conditions does not limit the absolute responsibility of the skipper.

I agree to be bound by RPAYC Cruise Management Plan, the RPAYC Incident Management Plan, the Notice of Cruise and the Cruise Sailing Instructions.

I declare that:

The details submitted on the entry form are correct and any changes that alter the details submitted herewith will be made in writing to the RPAYC Cruising Committee prior to the closing entry date specified in Section 4.2.

The boat complies with the "Special Regulations equipment compliance form" specified in Section 3.1, and any alteration to the boat or its equipment that may affect the validity or currency of the documentation submitted to satisfy clause 6.1 of the Notice of Cruise will be made in writing to the Cruising Committee prior to the closing entry date.

I will provide each crew member or proposed crew member with a copy of this entry form including a copy of this declaration and I will advise each crew member or proposed crew member of the Privacy Note in Clause 6.1 of the Notice of Cruise prior to closing entry date. I and the crew of the boat must comply with and be bound by the rules referred to in Clause 2 (Rules and Regulations) of the Notice of Cruise.

The boat and its crew hold adequate insurance and in particular insurance against third party claims at least to the minimum cover referred to in Clause 3.3 of the Notice of Cruise (\$10,000,000) and that such cover will be in force and maintained in full force and effect throughout the Cruise period.

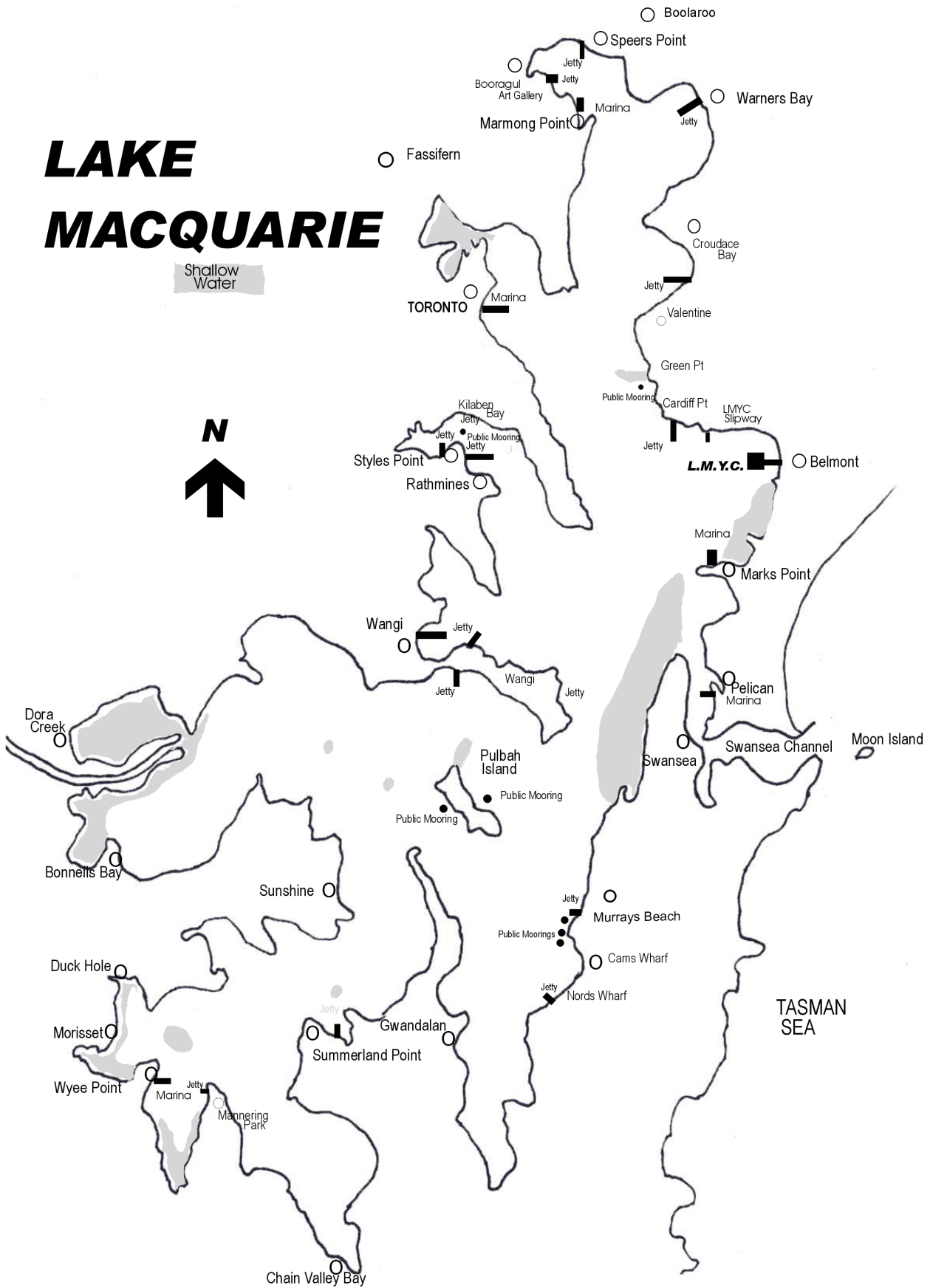
The crew members have been advised by the skipper to satisfy themselves as to the experience of the skipper and the adequacy of the boat, all safety equipment and insurance arrangements.

Signed

Date

LAKE MACQUARIE

Shallow
Water

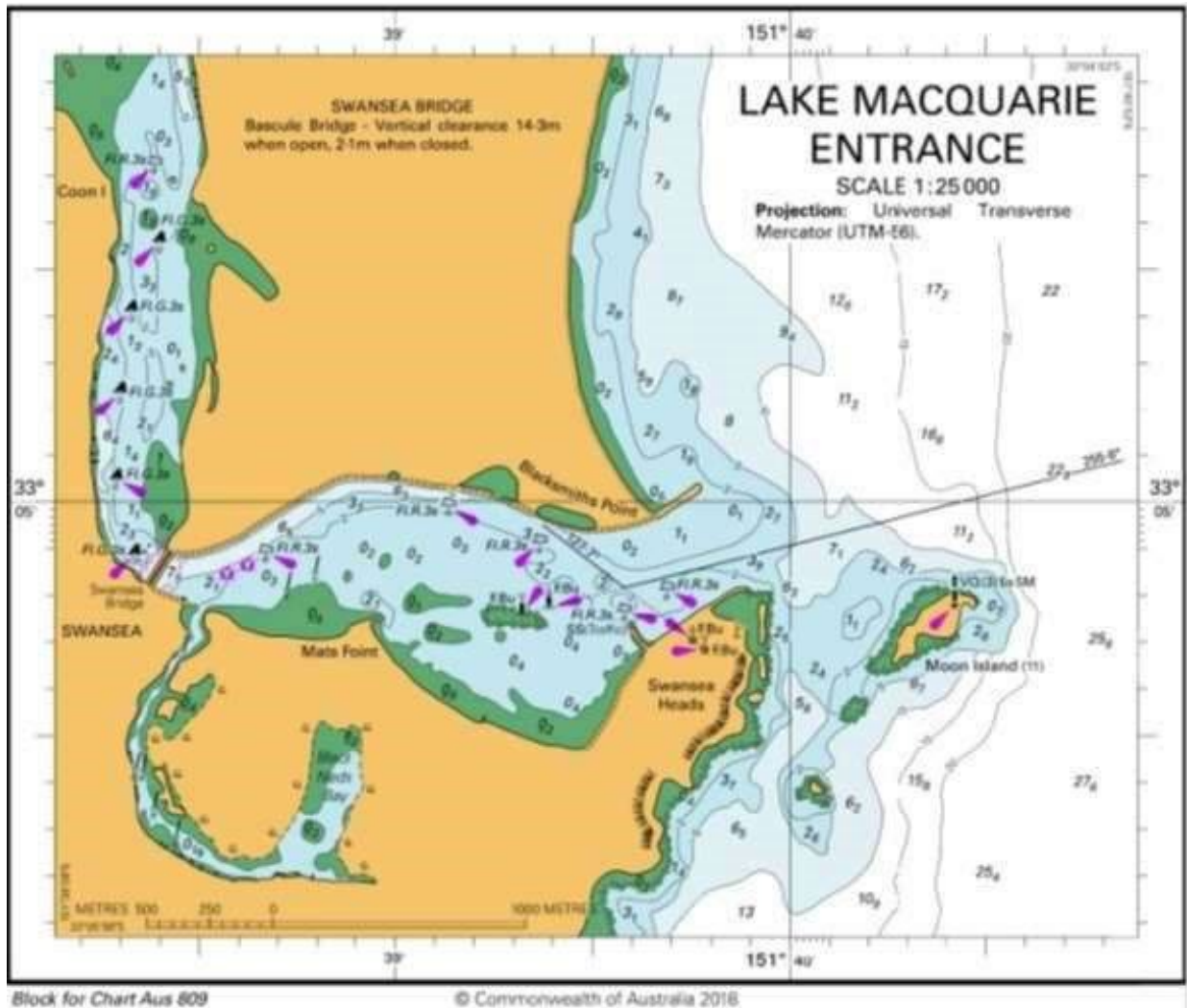


Guide to Visiting Lake Macquarie

Lake Macquarie is the largest coastal saltwater lake in Australia and is a prime boating destination for both small and large vessels. Many sailing regattas and fishing activities are held on the lake. When cruising offshore, Swansea Heads, the entrance to the lake is approximately 36NM north of Broken Bay and 12NM south of Newcastle.

The Lake is 22 Km long, with an average depth of 8 metres, an area of 100 sq. Km. The Lake offers visitors all the facilities to relax and enjoy a break.

Entrance into Lake Macquarie is via the Swansea Channel at GPS location $S33^{\circ} 05.08'$
 $E151^{\circ} 39.93'$.



Swansia Bar



PLEASE NOTE: IT IS A REQUIREMENT OF NSW MARITIME REGULATIONS THAT ALL OCCUPANTS OF A VESSEL MUST WEAR AN APPROVED LIFEJACKET WHEN CROSSING SWANSEA BAR, REGARDLESS OF CONDITIONS.

Skippers unfamiliar with entry to Lake Macquarie should note the following.

The worst bar condition tends to occur, when there is a wind and sea/swell from the NE, the tide is near low but still running out. Moon Island and the bomboras to its south, give some protection to the bar from a southerly swell.

(In adverse conditions the skipper should consider going to Newcastle Harbour which is a safe deepwater port in all conditions.)

Prior to your voyage we suggest that you consult map **8A** available on the RMS website here at **Maps** or at the end of this document

The entrance into the channel has two sets of leads, plus some port lateral marks. There are no starboard markers (See chart insert above). When approaching from the South the leads are visible as you round Moon Island (Navigation Mark is an East Cardinal Mark , white flashing  three quick flashes).

When approaching from the North, **DO NOT** cut the corner of the northern break wall, as yachts will surely run aground. Vessels are advised to keep an easterly position off Moon Island before turning to align the leads.

The bottom conditions do vary, but as a guide, **the minimum depth on the line of the leads, is approx. 1.4 metres plus the tide height.** Any sea/swell will of course reduce the depth in the troughs by approx. half the wave height.

Deep draft (1.6 metres plus) vessels should endeavour to cross the bar in the third hour of the rising tide. The tides given are for **Swansea Heads**. The tide difference at Swansea Bridge is approximately one hour later and at "the drop over" the tide difference is three hours later than Swansea Heads.

The ENTRANCE leads are red squares, blue lights at night, on a bearing of 255.6 degrees true, as shown on the chart below. Once inside the entrance there are the CROSSOVER leads at 127.7 degrees true, skippers INBOUND to the lake should use the reciprocal bearing of 307.7 degrees true when turning to align the secondary leads, **which will be behind them on the hill.**

Swansea Channel

The channel is approximately 6.7 Km from the entrance to the drop over (locals call the last set of port and starboard markers into the lake "the drop over" as there is a large increase in depth at this point, and is the shallowest point of the channel prior to the drop over), It is 2.5 Km from the entrance to the bridge and a further 4.2 Km to the drop over.

Channel conditions through to "the drop over", vary and will depend on when the last dredging was carried out. The trouble areas tend to be just west of the eastern entrance to Swan Bay and then closer to "the drop over" itself.

Navigating Swansea Channel

When navigating Swansea channel maintain a situational awareness at all times. Be aware that navigational markers are rarely on the edge of deep water. You may need to stand off from the navigational marker to maintain suitable water depth under your keel. Be sensible, transiting a shallow channel during the hours of darkness when unfamiliar with the area is a recipe for disaster.

If you are a first time visitor to Lake Macquarie we strongly recommend that you **do not attempt a night navigation of the channel.** Pick up a courtesy mooring and wait until morning.

Vessels unfamiliar with the Swansea channel **can request an assist** by contacting the Marine Rescue Lake Macquarie Radio Base. (See contact details under Radio Channels below)

Swansea Bridge

Important Notes:

- **Contact details** for Marine Rescue Lake Macquarie, VHF channel 16, 27 MHz channel 88 and telephone 02-49713498.
- There are three pink coloured courtesy moorings on the Eastern side of Swansea Bridge and two pink coloured courtesy moorings on the Western side (Lakeside) plus the Public wharves for vessels waiting for a bridge opening.
- Skippers, who intend using the courtesy moorings in Swansea Channel East, should monitor the depth of water beneath the vessel at all times, particularly on an ebbing tide and when the vessel has a significant draft. The mooring closest to the RSL (if available) may offer a deeper mooring.
- Swansea Bridge clearance heights when closed, **2.0 metres under opening span** and **2.2 metres under fixed span AT LOW TIDE**. Due to strong tidal flows extreme caution should be exercised when navigating in the vicinity of Swansea Bridge.
- The Bridge will **not** be opened in winds above **27 knots**.

Bridge Bookings - Larger Vessels

Bridge bookings can only be made through Marine Rescue Lake Macquarie (See **Contact details** above)

The bridge only opens on the hour, with various conditions as set out below.

Weekdays: From 6am to 6pm, one hour's notice is required to book a bridge opening.

Due to heavier road traffic **no opening** is available at **8am or 4pm weekdays**. 7pm – 5am, 6 hours' notice is required.

Weekends and Public Holidays

Same opening hours as weekdays, except the 8am and 4pm conditions do not apply. A vessel should make a booking through the Marine Rescue Lake Macquarie Radio

Operator first as this will assist the bridge operator to coordinate the marine traffic.

You must provide the following information to the Marine Rescue Lake Macquarie Radio

Operator **when a bridge opening is requested:**

1. Opening time required
2. Vessel name
3. Vessel registration
4. Whether the vessel is navigating into or out of Lake Macquarie
5. A mobile phone number to contact the vessel where the opening is required between 8pm and 5am.

Bridge - Smaller vessels

If your boat can pass under the bridge you may transit any span providing there is an adequate depth of water and vertical clearance for your vessel. You must keep right (starboard) whilst transiting under the selected span.

If the bridge is opening or is open you **must** obey the navigation lights on the open section and only progress on the green light through the open section.

Radio Channels

In order to reduce congestion on VHF working channels, Marine Rescue NSW have allocated different working channels for adjacent radio bases. Marine Rescue Lake Macquarie's radio base at Swansea Heads is now using VHF Channel 19 as its main working channel. Some VHF sets can be switched between International and USA. Vessel owners need to ensure their radio is set to "International" not "USA", in order to satisfactorily converse with our radio base on Ch. 19. Please refer to our website **Boating Info** Channel 19 usage and setup.

Marine Rescue Lake Macquarie monitors **VHF Ch. 16, 19, 27MHz Ch. 88**, telephone: (02) 49713498

Please be aware that the skipper remains responsible for the safe navigation of the vessel at all times.

