Detailed Information - Lord Howe Island Cruise 2019

Activities

- There’s a lot of things to do on a very small island.
- You can stand knee-deep in Ned’s beach and have thousands of fish, some disconcertingly large, swimming around your ankles as you throw fish pellets into the water.
- Snorkelling or scuba diving in the lagoon, Ned’s Beach, Admiralty Islands and dozens of other locations.
- Dozens of walking trails ranging from short and flat to long and very hard. I plan to climb Mt Gower which is a very long, steep and challenging 8-hour walk which can only be done with a licenced guide. Anyone wishing to join us please advise.
- The fishing is alleged to be sensational.
- There is a very picturesque golf course.
- The bowls club is the social hub of the Island.
- Glass bottom boat tours.
- See Ball’s Pyramid (the world’s largest sea stack pyramid) from one of the many possible lookout sites, or take your boat out and view it up close (12NM South of LHI).
- Bird Watcher’s Paradise - Red-Tailed Tropicbirds, Emerald Ground Dove, Golden Whistler, Shearwaters and many others.
- Stand-Up paddle boarding on the lagoon.
- Body surfing at Blinky’s beach. You won’t believe the clarity of the turquoise water.
- Hire a bike from Wilsons Bike Hire (everyone else will) and go for a cycle around the lagoon road.
- Historical movies at the community centre.
- Museum and Visitors Centre.
- Shops, Boutiques and even a beauty salon.

Anchoring / Mooring

- There are 18 permanently installed (yellow) moorings inside the lagoon on the Western side of LHI. They must be booked in advance and are allocated according to draft and displacement, so it is not permissible to swap moorings with another boat. 12 of these are in the Northern part of the lagoon where they are most protected from the prevailing SE swells. As at early January all 12 are still available but they are expected to book out quickly over Easter so get your application in to the LHI board ASAP to avoid disappointment.
• Fill out the mooring application available from https://www.lhib.nsw.gov.au/sites/lordhowe/files/public/images/documents/lhib/Tourism/Form%20- %20Application%20to%20Attach%20to%20Public%20Temporary%20Mooring_0.pdf and return it to the email or fax shown on the form.
• There are an additional 12 (pink) day-use moorings for vessels under 10m (ie tenders) located near good snorkelling sites. These are free to use but commercial tour operators have priority; you must vacate if requested.
• Anchoring inside the lagoon is not permitted.
• The leads into the lagoon are not lit so arrival should be timed for daylight hours.
• On approach contact Port Operations Manager on channel 12 for instructions.
• If conditions at the entrance are unsuitable on arrival you will be directed by Port Operations Manager to go around to the other side of the island and anchor where instructed.
• Holding tanks must be used, and must not be emptied, within the lagoon.

Charts Required
• AUS610 – Approaches to Lord Howe Island
• AUS4643 – Cape Moreton to Cape Howe
• AUS230 – Approaches to Gold Coast Seaway if departing or arriving via Gold Coast Seaway
• AUS235 – Approaches to Moreton Bay if departing or arriving via Cape Moreton

Communications
• Note there is no mobile phone coverage on LHI but there are public telephones.
• To participate in this trip, you must have either (and preferably both) a marine HF (SSB) radio and/or a satellite telephone. You will be out of VHF range for most of the journey.
• If you don’t have a satellite phone you can easily rent one. A google search of “satellite phone hire Brisbane” gives several options.
• I like and use the Iridium Go which I purchased from www.predictwind.com because it gives me the ability to make and receive satellite phone calls at a reasonable price, as well as unlimited free text messages, as well as daily grib files (weather forecasts) in conjunction with the predictwind offshore app. However you may not be able to hire an Iridium Go and really all you need the sat phone for is to send a
twice-daily text of your location during the sked and receive a return confirmation text, as well as having it available for emergency communications.

- The calling channels for this trip will be VHF 16 and HF 4125kHz
- The working channels will be VHF 77 and HF 4146kHz
- The calling channel in LHI waters is VHF 12, though 16 is also monitored
- Scheduled communications see “Skeds” below

Contacts
LHI Port Operations Manager (also the local police officer)
Phone 02 6263 2199
Monitors VHF 12 (official working channel) and VHF 16 (emergency) 24/7
Monitors HF4125 0800-2100

LHI Board Admin (to book moorings)
Phone 07 6563 2066
Email: www.administration@lhib.nsw.gov.au

Cruise Captain (Ian Cooper)
Mobile: 0419 737 805
Email: ianmcooper@optusnet.com.au
Sat Phone: Number TBA

RQYS Race Control
In Australia 0418 767 019, By Sat Phone +61 418 767 019

Australian Maritime Rescue Coordination Centre (24/7 Emergency numbers)
For Emergencies Dial 112 from a mobile or satellite phone
In Australia 02 6230 6811,
By sat phone +612 6230 6811

Costs
- It’s an island – things are not cheap!
- Mooring fees at LHI (as at June 2018) are $36 booking fee, plus $46 per night
- There is a landing fee (environmental levy) of $42.24 per person
- RQYS will charge you for use of the yellow brick trackers. Cost is xxx (and if you lose one, they will charge you $1000)

Departure Planning
Our departure is dependent on finding a suitable weather-window. You should not take it as a recommendation to depart or endorsement of safety just because the cruise captain or any other vessel decides to depart at any given time. You are responsible for choosing a departure date and time that suits you, when you feel that the weather is favourable.

Weather permitting, my plan is for Nicky C to cross the Gold Coast Seaway sometime around high tide (0632am) on Wednesday 17th April. I plan to spend Tuesday 16th evening anchored somewhere close to the Seaway, probably Dux Anchorage or South Currigee Camp. I generally average 8 knots on a cruise so I expect to arrive at Lord Howe on Good Friday 19th but wouldn’t expect to see the last of the fleet arrive until Sunday 21st if they left at the same time as me. I plan to attend the Anzac Day
service then depart Lord Howe sometime around high tide (1248pm) on Thursday 25th and would expect to be back at the Seaway by Saturday 27th. Vessels that average around 4 knots might like to leave a day earlier to ensure they get back by Sunday 28th if that is important to them.

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**Destination**

Lord Howe Island (31°31.5’S 159°2.8E is just outside the lagoon entrance) is 360 nautical miles from Gold Coast Seaway and roughly on the same line of latitude as Port Macquarie. It will take just under 4 days if you average 4 knots, 3 days for 6 knots and 2 days for 8 knots.

**Disclaimer**

Skippers of participating vessels need to be aware that participation in the RQYS Sail Cruising Group events has the potential for dangerous circumstances to arise and that the responsibility for taking part in, or continuing to participate in, Sail Cruising Group events remains solely with you as the skipper. You must exercise appropriate seamanship and discretion as to whether you should participate in, or continue with, any cruise.

**Facilities for yachties at Lord Howe Island**

Lord Howe Island is part of NSW hence there are no customs or quarantine issues, electricity is the same as home, the currency is AUD etc.

Credit cards and EFTPOS are sometimes but not universally accepted. You should carry cash. There are banks (and one 24/7 ATM) on the island.

There are several good restaurants, a number of cafes, shops and boutiques. Hairdresser, beauty salon, pharmacy, golf club and bowls club etc. There is no public transport and few cars. Just about everything is within walking distance (the island is only 11x2 km but all the population is in the central two or so square km). Bike and helmet hire is available or you can bring your own.

At the jetty there are showers, toilets and a very basic laundry. Keys to these facilities require a $20 deposit.
Yachts are only allowed to tie up to the jetty briefly while loading, unloading or refuelling. Tenders are not to be tied to the jetty but must be pulled up on the adjacent beach.

**First Aid Certificate**

Australian Sailing Special Regs category 1, mandatory for racing and highly recommended for cruising, stipulate that at least 2 members of the crew should have a current First Aid Certificate. Courses are available through providers such as Red Cross or St Johns Ambulance but a course tailored to sailors is available at Offshore Maritime Training (https://www.marinetraining.com.au or 0428 749 166) Courses coming up in Brisbane on 30th January and 13th March.

**Flares**

Australian Sailing Special Regs category 1, mandatory for racing and highly recommended for cruising, stipulate that you carry 6 red parachutes, 4 red hand, 4 orange smoke and 2 white hand. Flare packs are available (much cheaper than the chandleries) from Great Circle Life Rafts (www.greatcircleliferafts.com.au or phone 1300 306 381) 

It is illegal to have flares that are out of date on board a vessel (“but I’m just saving them for emergencies” does not get you off the hook.

**Fuel, Water and Electricity**

Both diesel fuel and water are available at Lord Howe Island. It’s a couple of km walk from the jetty to the fuel station so not advised with jerry cans, but diesel can be delivered to the jetty by tanker. The depth alongside the jetty is 1.5 - 2.8m depending on tide. We would need to coordinate so a number of vessels can fill up at about the same time. Cost of diesel (Jan 2019) is $3.00 per litre so might be better to bring some full Jerry cans from home. If anyone needs to borrow some yellow diesel jerry cans, I have several spares.

Water (both fresh for drinking and bore for washing boats) is available at the jetty. There’s no electricity for the boats so you will need to be self-sufficient.

**Insurance**

Most companies only provide cover out to 200 or 250 miles from shore. LHI is outside this limit so you will need to contact your insurer to arrange cover. Both Club Marine and Nautilus require you to apply for a blue water extension and these are assessed on an individual basis. Pantaenius don’t charge any extra premium but the excess is doubled.

**Life Rafts**

Life rafts can be hired from Great Circle Life Rafts in Brisbane (www.greatcircleliferafts.com.au or phone 1300 306 381). They also hire out PFDs and EPIRBs etc. They also service and sell these items new plus flares etc for prices lower than I’ve found elsewhere. Our trip coincides with the Brisbane to Gladstone races so there might be high demand and you should get your order is quickly.
Map

Accommodation
1. Milky Way Villas
2. Araluen Retreat
3. Ocean View Apartments
4. Blue Lagoon Lodge
5. Somerset Apartments
6. Loribl Apartments
7. Ebbtide
8. Beachcomber Lodge
9. Earl's Anchorage
10. Pandanus Apartments
11. The Broken Banyan
12. Hideaway Apartments
13. Leandra-Lei
14. Howea Apartments
15. Mary Chaffin Cottages
16. Pinetrees Lodge
17. Waimarie Apartments
18. Copella Lodge
19. Treehouse Bungalow

LAND AREA:
- 56 km² (22 sq mi)
- 11km long
- 2km wide at the widest point
**Marine Radio Operators Certificate**

Australian Sailing Special Regs category 1, mandatory for racing and highly recommended for cruising, stipulate that at least 2 members of the crew should have a current LROCP (HF radio) certificate, though probably of limited value if you don’t have an HF radio. Two crew members should have at least the MROVCP (VHF) certificate. Courses are available through all the VMR and Coastguard units and other providers.

**Personal Survival and Sea Safety Certificate**

Australian Sailing Special Regs category 1, mandatory for racing and highly recommended for cruising, stipulate that at least 50% of the crew should have a current Personal Survival and Sea Safety (PSSS) certificate, previously known as a Sea Safety and Survival Certificate or SSSC. If you haven’t done a course they are held over 2 days, 1.5 days of theory and half a day of jumping into Chandler pool with your wet weather gear, inflating PFDs, inflating liferafts and jumping in and out of liferafts. Its great fun as well as being very useful and potentially life-saving. Do you really want to be reading the instructions on how to deploy, inflate, launch and enter your life raft while your boat is sinking in the middle of the Tasman Sea at night? Much better to have done the PSSS. There are a number of providers; I did mine through Gerry Fitzgerald at Offshore Maritime Training ([https://www.marinetraining.com.au](https://www.marinetraining.com.au) or 0428 749 166) They have courses coming up in Brisbane on 19th January, 23rd March or 6th April.

**PFDs / Life Jackets**

Australian Sailing Special Regs category 1, mandatory for racing and highly recommended for cruising, stipulate that Personal Flotation Devices must be worn at night (and recommended to be worn at all times). They must comply with Australian Standards and must have been serviced within the manufacturers stipulated service interval. Don’t trivialise this issue. Last time I serviced my PFD the cylinder and firing mechanism had corroded so badly from salt spray exposure it would not have inflated in an emergency. You are still allowed to service your own PFD (this allowance is ending soon). If you want to get it professionally checked and serviced I have found Great Circle Life Rafts ([www.greatcircleliferafts.com.au](http://www.greatcircleliferafts.com.au) or phone 1300 306 381) to have the most reasonable price (about $25 compared to $90 that another place charged me!) You should also carry one additional spare PFD in excess of the number of crew and should have at least one spare cylinder aboard.

The special regs also mention jackstays and tethers. These are a recommendation not a stipulation for cruising yachts. Nicky C has jackstays and our policy is that everyone on deck is tethered at all times when at sea.
**Skeds (Scheduled Communications)**

- You must contact the Cruise Captain as you depart the Gold Coast Seaway or Cape Moreton by VHF (16 or 77), HF (4125kHz), mobile (0419 737 805), or by text to sat phone (number TBA). I will acknowledge. From then on there will be twice daily skeds until you arrive at LHI
- At 0730 and 1930 each day (AEST) you will be required to send a brief text message to my sat phone (number TBA) stating just your vessel name, location (to one decimal place), course over ground (magnetic), speed over ground (knots) and brief description of any problems (eg “NickyC 27 31.5S 156 2.8E COG 087 SOG 9 AOK”) I will acknowledge with a return text. Please set an alarm on your phone or watch to remind you when skeds are due.
- If any vessel has not contacted me by 0740 or 1940, I will attempt to contact them by HF (calling on 4125kHz then going to 4146kHz) and VHF (calling on 16 then going to 77)
- If there are still any vessels not accounted for, I will contact a vessel near the middle of the fleet and one near the tail of the fleet and ask them to attempt to contact missing vessels by VHF or HF.
- If I send you a message asking you to attempt contact with a missing vessel you must acknowledge my request (just text “OK” back to me) then try on VHF and HF. If you find them, send me their “vesselname, location, course and speed” by text, otherwise send me “vesselname no response” before 0750 or 1950. If vessels are still unaccounted for 20 minutes after the sched time, then I will contact RQYS race control advising them of this fact.
- If you are on a vessel and not heard the sked or not had an acknowledgement that your position has been recorded, contact VZ4RQ Marine Radio Manly (6215kHz) or VMC Charleville Radio (4125, 6215 or 8291kHz) or telephone RQYS Race Control (+61 418 767 019) to report your position. If I haven’t confirmed your position by the end of the sked I will contacting RQYS Race Control and will be very glad to hear you are safe.
- After the sked has finished (0750 and 1950) would be a good time for general chatter (on VHF 77 or HF 4146kHz) amongst the fleet.
- On arrival at LHI I will probably hear you call Port Operations on VHF12 and will get in touch with you after they have finished with you, otherwise call me on VHF or send a text to my sat phone (number TBA) advising “vesselname arrived LHI”.
- Once I have acknowledged your “arrival” contact you will be excluded from further skeds until departure.
- For the trip home the situation is the reverse - contact me on departure from LHI, then twice daily at 0730 and 1930 AEST until you get home (Seaway or Cape Moreton) then notify me of your safe return. Note that Lord Howe Island is 30 minutes ahead of AEST so switch back to AEST before you depart LHI.
Trackers
We will be using yellow brick trackers supplied via RQYS for this trip. Every participating vessel will be required to have a tracker. They allow your loved ones back home to follow your progress, as well as being a great safety feature. The skeds will tell the cruise captain your location but the tracker is a backup that tells people ashore your last known position course and speed in the unlikely event a rescue is needed. There will be a charge to hire the units (TBA) and you will be billed $1000 if you lose the unit.
Loved ones can log on to yellow brick and follow your progress. Website address is xxx. If they do this with a smart phone they will have to download the YB app and pay a small fee to access the data. If they do it online from a desktop it is free.

Workplace Health and Safety
As skipper you can be held legally liable for not providing a safe “workplace” for your crew. You should instruct the crew in the location, deployment and use of safety equipment. You should identify hazards that may exist and bring them to the crew’s attention. A stowage diagram and a ship’s policy and procedures manual are recommended.