



## Commodore's Report

The last couple of months have been busy as usual in the Club. The EGM to amend the Constitution was well attended and unusually uneventful. As the meeting was very short there left plenty of time to retire to the bar. Hopefully we may have established a precedent.

Members who regularly attend the club will have noticed the renovation of what was once the provisional poker machine room which has added substantially to the amenity of the club. Given that the additional space is often fully occupied by patrons one has to wonder whether much revenue at all is lost by not having poker machines. I suspect very little and I'm sure the Club and the Wickham community benefits immensely in other ways by their absence.

Last weekend we again had the pleasure of the company of the offshore racing division of the CYC and we enjoyed being able to accommodate maxi yachts at the Marina. I can remember a time when such a prospect was spoken of fancifully.

At the Board meeting on the 2nd March I gave notice to the Board of my intention to step down both as Commodore and Director at the next Board meeting and that I proposed not to offer myself for re-election. I have had the pleasure of serving on the Board of this Club for some 16 years and during that period have experienced the profound pleasure of realizing the dream of developing what was once a greenfield site to the facility we enjoy today which is of obvious amenity to both the members and the wider community of Newcastle. During that period I had the rare experience of working with many people of profound ability and goodwill. Outstanding among them were of course three of the other founding Directors being George Keegan, Paul Hannon and Tom Michilis. These men not only became firm friends but together we were able to demonstrate what could be achieved by a combination of honest hard work, vision and fundamental goodwill. I leave the Board in the absolute confidence that your club is in the hands of an extraordinarily capable and decent Board. I would like to thank the membership for tolerating me for so many years and I will watch with pleasure as the Club grows and prospers.

*Bruce Hansen, Commodore*

## Flare training a huge success



On Sunday 14 March at NCYC, Instructor Chris Griffith provided information on identifying the various types of flares, their uses and correct procedures for igniting them. Over 30 NCYC members then got invaluable hands on experience in setting off distress flares.

*Continued p 6*

*Photo by Brooke Hall — more—click [NCYC website](http://www.ncyc.net.au)*

## Proposed Butlers Lord Howe Island Race

"The Board of the Newcastle Cruising Yacht Club has postponed the inaugural Butlers Business and Law Round Lord Howe Island Yacht Race due to the paucity of entries.

The NCYC Board would like to thank the Butlers Business and Law Round the Island Yacht Race Committee for their great efforts in launching this event. They would like to thank Butlers Business and Law, Optus and Borelli-Quirk Real Estate for their sponsorship.

The NCYC Board apologises to the skippers and crew of the boats who entered for the inconvenience this postponement may cause them.

We would also like to thank all those organisations which have given such generous support to this event and we look forward to, hopefully, contacting you again in the future when we may be in a better position to hold this event." This announcement by NCYC Commodore Bruce Hansen on 25th March 2010 was posted on the website on that day.

Bruce Hansen, COMMODORE  
On behalf of NCYC Board

## Inaugural HMRI Cup .. P5



[See HMRI web site](#)

[See NCYC web site](#)

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Editor: Gloria Thirkell      Graphics: Michael Eggleston  
Opinions of contributors do not necessarily reflect those of the Board or the Club.  
While articles and correspondence are welcomed, the Editor reserves the right to decline to publish

## CLUB DIRECTORY

PLEASE NOTE NEW EMAIL ADDRESSES

Contact	Phone / Email
<b>Administration</b> 9 am – 4.45 pm	<b>02 4940 8188</b> <a href="mailto:admin@ncyc.net.au">admin@ncyc.net.au</a>
<b>Inquiries</b> 9 am – 4.45 pm	<b>02 4940 8188</b> <a href="mailto:info@ncyc.net.au">info@ncyc.net.au</a>
<b>Licensed Club</b> 10 am – 10 pm	<b>02 4940 8188</b> <a href="mailto:info@ncyc.net.au">info@ncyc.net.au</a>
<b>The Galley</b> Noon – 2.30 pm 6 pm – 8.30 pm	<b>02 4940 8188</b> <a href="mailto:info@ncyc.net.au">info@ncyc.net.au</a>
<b>Functions</b> 9 am – 4.45 pm	<b>02 4940 8188</b> <a href="mailto:functions@ncyc.net.au">functions@ncyc.net.au</a>
<b>Dockmaster</b> 8 am – 4 pm 7 days	<b>0408 299 512</b> <a href="mailto:dockmaster@ncyc.net.au">dockmaster@ncyc.net.au</a>

### SECURITY

Contact	Phone
<b>Police</b>	<b>49190760</b>
<b>Water Police</b>	<b>4984 9012</b>
<b>Fire Department</b>	<b>000</b>
<b>Power failure on marina</b>	<b>Dockmaster</b> <b>0408 299 512</b>

### Board of Directors

Flag Officers	Commodore Bruce Hansen
	Vice Commodore Jim Holley
	Rear Commodore Paul Gleeson
	Club Captain Ernie Thirkell
Treasurer	Steven Jones
Director	Phil Arnall
Director	Tony Lobb

### Concessions to NCYC Members

**NCYC Bar** —with membership card

- \* 10% for Full Members
- \* – 5% for Social and Crew members
- \* when purchasing cold beverages.

#### \* **Cote D Azur**

- \* 10% discount to any NCYC member staying with them,
- \* excluding any pre-advertised item.  
[www.cotedazurnelsonbay.com.au](http://www.cotedazurnelsonbay.com.au)

#### \* **East Coast Marine and Sail**

- \* 10% discount on selected items.
- \* 02 4961 1663.

- \* **Borelli-Quirk Newcastle Real Estate** 10% on accommodation. [www.bqnre.com.au](http://www.bqnre.com.au)



# Newcastle Cruising Yacht Club

MARINA - COMMERCIAL CENTRE - LEASED BOATYARD - LICENSED PREMISES

Dear Members,

Patronage after the Christmas period has continued to surprise us with consistent trading levels, at a time that many clubs in NSW are struggling to keep their doors open. As some of you may have noticed already, this has been achieved without gaming machines. With the poker machine room now demolished we can accommodate more seating which is desperately needed at our busy times. This previously wasted space can now seat up to 35 patrons for dining or pleasure, and enables small functions to have a semi-private designated area. As poker machines become less desirable in today's society, we hope that with your support, we can continue as a gambling free venue this year and into the future.

Functions have been frequent, averaging two per week in a usually quiet period for hospitality. Feedback has been very positive with many an email suggesting what a great venue we have with friendly staff and good affordable food and beverages. Function bookings are filling up fast for the year, with many Christmas parties already confirmed throughout December and November, so book now. All enquiries can be made by our friendly Function Coordinator Nina Langley and she can give you some options to make your special event memorable.

With a blitz due to be conducted on parking in the next few weeks, we advise members to collect a parking permit sticker from the licensed club.

Cheers,

Michael Smyth

Club Manager

## OUR PEOPLE



Chef Bill Townsend has been recognized by The Chaîne des Rôtisseurs as being "the type of chef who does tourism proud in this country". Quite a recommendation when it comes from reputedly the world's oldest international gastronomic society, founded in Paris in 1242 and revived in 1950.

Over the past 20 years, Bill has always had a job in the kitchen while often working in other capacities as well. He came from the North Coast (Taree, Port Macquarie area) about two years ago on invitation to make a restaurant more viable for sale. The new owner was so impressed that he convinced Bill to stay on.

To our advantage, Bill discovered the wonderful water views from our Galley and despite the fact that this was to be the first non executive position he has held in the past 11 years, we now have the benefits of his skill and experience.

Under that professional cap there is a spectacular head of hair which is due to be removed (the hair, not the head) in the name of charity. This momentous event will take place in the NCYC licensed premises on **Friday 14 May 2010** after the raffle draw. In the meantime, Bill is looking for sponsors to make his sacrifice to charity worthwhile.



## Book early for Mother's Day

Sunday 9 May 2010

Lunch at NCYC, what  
better way to pamper the  
Mums in your life

**NCYC**  
**April &**  
**May**

### We have a new wine list

and it bears out our  
reputation for  
fine wines at affordable  
prices.



## Members Wine Special

(while stocks last)

- Mixed half dozens
- Some really nice wines
- \$72 per six pack

## No bookings for Easter

**Entertainment:**  
6.00pm—10.00pm

Good Friday April 2

Easter Sunday April 4



## SOCIALLY SPEAKING

The wonderful culture of our club has developed due to the attitude of ownership and involvement held by such a large proportion of the membership. This leads to people stepping in where they see a need. We have members with a huge diversity of skills, backgrounds, training and interests and because of this you will often find reference to volunteers in various capacities within the Club. These are very socially committed people and form the backbone of NCYC.

Having received lesser attention in the past is the involvement consisting of an input of knowledge to be shared among our members, such as the outstanding "On the Bridge" articles by Paul McGrath, and the now regular tips being passed on by Vince Neil, sharing his expertise developed in his field of industrial cleaning specialising in toxic moulds. Last issue Vince provided excellent advice on making the most of de-humidifiers. The following tip is also particularly relevant during the current weather, whether (no pun intended) on a boat, in your car or the home:

*"For reasonably new mould growth on upholstery, borax powder can be sprinkled on affected fabrics (including leather). Being a salt of borax it not only has drawing capabilities, but also fungicidal effects. It should be noted that borax is a poison and should be used with extreme caution and should be hepa-vacuumed diligently."*

The inaugural HMRI Cup, a fund-raising event held on Saturday 27 March 2010 was extremely successful, once again because of the community spirit of our members. We had people volunteering themselves and their boats, with others doing the same to be crew or officials and a photographer (see [NCYC website](#))

Our Social Committee organised a group of volunteers to do a barbecue breakfast for participants in the event (then the next day put on the usual Sunday morning one). NCYC itself showed support for this worthwhile organisation by sponsoring the HMRI with the use of our marquee. It was obvious that everyone enjoyed the extremely social aspect of this valuable exercise, not the least being the water-pistol toting pirates who incidentally commenced their assault abreast of Pirate Point!



*Some of the participants in the inaugural HMRI Cup at the function in the marquee following the race*

The music for the afternoon was outstanding, as of course was the wonderful food and service organized by Nina, our Functions Manager.

On a different note, I refer you to the [Member Information](#) page on our website. The Updated Constitution as ratified at the EGM on 15 March 2010 is now posted.

Jim Holley Vice Commodore

## From Planes to Boats

With a heck of a lot in between.

**Ted De La Garde** has earned his stripes on the start and finish lines for NCYC having been a Race Official since 2004. His 30 foot power boat *Alsina* served as a regular CV for a number of years as well. Ever the inventor and handyman, Ted made his own signal hoist for the start flags and typically, although having no previous experience, he gave full effort and dedication to his commitment, having rarely missed a race day since he committed to the job.

Ted's *Alsina* was one of the first boats in the NCYC marina and he started his volunteer work in those early days. With the facilities so new, Ted put *Alsina* to work guiding the fleet to their berths at the marina at the finish of the first CYCA race to NCYC.

In those days there was only 'F' arm, with no buildings. The amenities were in one container and the office such as it was, in another. With only 5 boats on the marina, it didn't take Ted long to meet the owner of his neighbor *Ovuka*, Warren Amos.

Thoughts of the early days at NCYC bring a smile. He speaks of the barbecues on the foreshore where rocksalt is now; unbelievable feasts aboard *Centurion* for about 30 people involved in the unofficial racing each Monday evening; and helping visitors and regulars tie up.

The boating bug had bitten and about a year after bringing *Alsina* to Newcastle, Ted sold his house at Greta to buy the home he currently has at Stockton overlooking the harbor.



*Ted, is 5th from the right in the front row.*



*Ted in his first boat, a sailing boat he made himself. Didn't perform: so off with the mast and; on with a small petrol motor. His nephew was in the bow to keep it down.*

It was war time and Ted was 15 when he got his first job at a company called Airzone (which made small motors and radios) where he went on to be in charge of a section. The recession after the war caused a number of businesses to close and Ted went through a variety of jobs, becoming an Inspector in one, but did not enjoy this position over many men his senior. Ted's experience included: foreman at National Transformers (TVs were just starting to be made); De Havilland at Bankstown (which made planes); buying his own Shoe Shop business ("Not a good idea"); the building game as a developer; cattle and pig farms (designed, built & sold aerators for the effluent dams) and; back to property.



*Race signals*



# THE REAR COMMODORE'S REPORT and SAILING

## Rear Commodore's Report

Congratulations to the winners of the Summer racing series.

The HMRI Cup sailed Saturday 27/3/2010 was a great fundraiser for the Hunter Medical Research Institute as well as a great day on the water for all participating. Thank you to all the skippers who volunteered their yachts for the day. We ended up with more yachts than needed so I went back to the first volunteers. I hope that the yachts that missed out will put their hands up for next year as the event is a great link between NCYC and the community.

The weekend before saw the running of the Audi Sydney Newcastle Race (via a mark 20nm off Crowdy Head). NCYC provided the finish line (thanks to Rod Johnson) with "Episode" and radio relay vessel "Aurora" (manned & womaned by Jim & Mary Holley). The weekend was enlivened by the rumours that Jim & Mary were enjoying a second honeymoon at Splendiferous Stockton. The crew of Episode were delighted when, weighing anchor they found it enmeshed with a bar stool that, after carbon dating, has been positively identified as coming from the pre Cambrian era.

Club Captain Thirkell noted with interest the fact that CYCA's Crowdy Head buoy had disappeared and the competitors had to round a GPS position. Ernie is now running around checking knots and muttering something about "if CYC can do it, well ....."

The Thrifty NCYC Etchells Easter Regatta preparations continue apace and we look forward to a great regatta.

We are planning a skippers (and crew) meeting prior to the compilation of the new "White Book". Some of the matters which need to be discussed are as follows:

- Courses
- Sign on procedures (see below)
- Saturday or Sunday racing????
- COPS – refining things so that Div.2 is taken more into account.

An important refinement of our sign on procedures needs to be implemented to ensure that we do not infringe Rule 55 of the "Blue Book" which says:

*YA proscribes that except in an international event, any crew member that sails in more than 3 races in any one sailing season shall be a member of a club affiliated to an MYA and a YA card holder. It shall be the responsibility of the person in charge of any boat to ensure that all crew members on board for each race comply with this prescription.*

This means that:

- All crew are members of YA
- Personal particulars have been lodged with sailing office.

This is very important (especially following the Flinders Islet report) and all skippers are **REQUIRED** to ensure that the Race Officer has all of the required details. The only minor exception is that "visitors" may race for a max of 3 weeks without joining YA but the personal particulars must be lodged with the RO before the race.

Unless strict compliance is observed by every yacht, you will be "blown out" by the race committee.

*Paul Gleeson*

Rear Commodore

**Presentation evening—Saturday 14 August 2010.**

## Nail Biting Finish to Summer Series.

The 28 March was the final race of the Hempel Yacht Paint Short Ocean Pointscore Series and it was nail biting tension among competitors vying for the podium positions. Going into the final race there was no clear winner, a good race would secure a competitors position or eliminate a colleague from the top three. Each of the divisions, IRC Division, PHS Division 1 and PHS Division 2 were open to speculation as the warning signal was displayed.



Photo submitted by interested passer-by, Robyn Stewart.

Congratulations to all NCYC Race entrants for a Grand Summer series.

In the prestigious IRC Division Komodo, skipper Doug Coulter and The Raging Bull, skipper John Streeter had fiercely contested the number one position throughout the series and found themselves well ahead of the fleet in the pointscore. With the first and second place tied up it was a matter of who was going to secure third place between Anger Management skipper Phil Arnall, PT73 skipper Tony Lobb and Summer Salt skipper Paul Gleeson. In PHS Division 1 The Raging Bull, Summer Salt and Komodo dominated the races with the rest of the fleet wondering how they could secure a place. In PHS Division 2 Woodstock, skipper Len Croft, Tamarillo skipper Ross Knights and Warrain skipper Robin Hillery constantly changed the lead throughout the series and up until the last race finish it was between Woodstock and Warrain for the series winner.

And the winners of **Hempel Yacht Paint SSOP** are:  
**IRC Division** 1<sup>st</sup> Place Komodo, 2<sup>nd</sup> Place The Raging Bull, 3<sup>rd</sup> Place Anger Management. **PHS Division 1** 1<sup>st</sup> Place Komodo, 2<sup>nd</sup> Place Summer Salt, 3<sup>rd</sup> Place Komodo. **PHS Division 2** 1<sup>st</sup> Place Woodstock, 2<sup>nd</sup> Place Warrain, 3<sup>rd</sup> Place Tamarillo.

The **Williams River Steel Summer Ocean Pointscore** Series held its final races on 27 and 28 February sailing to Pittwater on Saturday and from Pittwater to Newcastle on the Sunday. The Saturday journey to Pittwater was fast with a good breeze. This gave the fleet the opportunity to debrief the race with their fellow competitors of the combined ocean offshore fleet of NCYC and Lake Macquarie Yacht Club at our berthing destination, the Royal Motor Yacht Club.

Lady Skipper Race Sunday 21 March 2010. Resident lady skippers Mary Holley and Jan Howard, held in high esteem by skippers and crew at NCYC, provided plenty of guidance and motivation in the lead up to the race. Congratulations to all the Lady Skipper entrants. Winners are: **PHS Division 1** 1<sup>st</sup> Sophia Nolan Summers Salt, 2<sup>nd</sup> Felicity Park PT73, 3<sup>rd</sup> Kerry Taylor Blu Notte. **PHS Division 2** 1<sup>st</sup> Kelley Murphy Winifred, 2<sup>nd</sup> Lorraine McCann Warrain, 3<sup>rd</sup> Kris Rickard Woodstock. **IRC Division** 1<sup>st</sup> Felicity Park PT73, 2<sup>nd</sup> Sophia Nolan Summer Salt.

Happy Sailing,

*Dianne Fitzgerald* Sailing Secretary

## A MESSAGE FROM THE CLUB CAPTAIN

With the culmination of Summer sailing for the 2009-2010 sailing season there are a number of expressions of thanks to be extended on behalf of the Club.

The first of these is in relation to *Wombat* the vessel we lease from Phil Mooney for use as a Committee Vessel (CV). We have a dedicated team of volunteers who work a roster organized by Ray Blackburn. The courses have been set by the Sailing Committee, but the on-water precision work by our *Wombat* crew is what makes for the great offshore sailing we have all enjoyed. The crew currently consists of myself, Ray Blackburn, Geoff Govier, Michael Eggleston, Tony Windsor, Kevin Abrahamson, Geoff Dawson and Paul Slattery.

I would also like to thank Mary and Jim Holley for the great work in getting Chris Griffith on-board for an informative and effective day on Flares. These are an important aspect of safety at sea. Many of our sailors have done their Safety and Sea Survival courses with Chris, and we as a Club really appreciate him instructing our members on Flares as a community service. Mary has obliged by following up with the report below.

*"On 14<sup>th</sup> March the NCYC held its first Flare Day and all those attending hailed it a great success.*

*It was a perfect morning for lighting flares as there was very little wind. We all gathered in the grassed area of the club. Those attending were invited to bring along their expired flares and let them off in a controlled and safe environment under the enthusiastic and professional instruction from Chris Griffiths. Chris is a well accredited RYA/MCA Yachtmaster Offshore Examiner and Instructor.*

*Chris first explained the differences between the flares; the different construction of the flares and their different use. We also learned about safe storage, how to handle them and ignite them. Some learned that expired flares can be unpredictable.*

*Everyone attending had the opportunity to let off as many flares as they wanted. By the end of the morning we all felt much more comfortable in our knowledge and our ability to use a flare in an emergency situation. Hopefully, the safety of the grassed area of the Club will be the only environment in which we will use them.*

*For those who missed out we are planning another Flare Day later in the year."*

**A reminder for Safety Auditors.** As per NCYC Board policy, all YA Accredited Safety Auditors interested will need to re-apply through the Rear Commodore to the Board. This needs to be done by 1 June 2010 in order to have our Safety Auditor team organized for listing in the Sailing Handbook for 2010-2011.

### Vital safety information for all offshore boating

The Cruising Yacht Club of Australia has released its 86 page internal Report into the Flinders Islet Race 9 October 2009. The scope of the report was extensive: interviews were held with sailors involved in both the PWC Shockwave incident and the man overboard from *Patrice VI*, as well as representatives of organizations involved in the Search And Rescue (SAR) and a representative of Garmin Australia (re reliability of GPS). I strongly recommend to our members that any person who goes offshore in any type of boat download and read it. The recommendations on p55 to p59 are particularly pertinent. Click [FLINDERS ISLET YACHT RACE INQUIRY](#)

Ernie Thirkell  
Club Captain

## Journey of the "Gitana 3" (Part )

With Bob and Na Moffat

*"The next day we headed for Mourilyan Harbour near Innisfail devastated a few years ago by Cyclone Larry. A very safe and secure anchorage, it was very hard to spot from the sea being a very narrow entrance opening into a Port used to load sugar. The next day we left early hoping to get to Cairns before dusk.*

*We had a good days sail on the SE winds. Arrived in Cairns in the late afternoon berthing in the Marlin Cove Marina. Located in middle of town it is a very good spot to stay handy to everything you need. The Marina is deceptive as it is surrounded by a suspended concrete wall that only goes below the low water level but allows the tide to flow through the Marina which can cause problems when docking.*

*We spent a week here relaxing and enjoying local bars and food. Our next stop was Yorkeys Knob staying at the Yacht Club Marina which has a very friendly and hospitable Club. We caught up with Newcastle couple Barry and Dianne Ryan who were in the Middle of a 4WD trip around the North.*

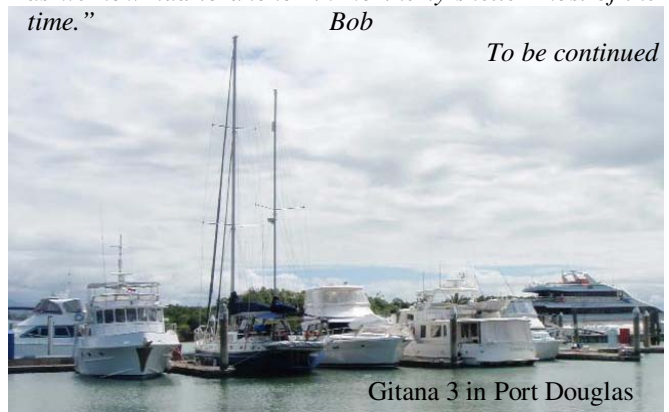
*Our next destination was Port Douglas but after examining tides and Port Douglas entry decided to sail to Low Islands and stay overnight entering Port Douglas on the rising tide next day. On arrival at the Low Island we managed to pick up a protected mooring and stayed to explore the area the coral and fish were amazing. Next day we sailed the short distance to Port Douglas entering on the tide.*

*We berthed at the Mirage Marina and stayed for a week relaxing and enjoying the local fare, the SE trades were blowing a constant 20 knots every day dropping off at night, we decided to head South leaving early to avoid the worst of the winds, as we headed out in calm conditions but once we poked our nose out past the headland the SE hit us on the nose causing us to motor sail back to Cairns.*

*We had decided to stay in Cairns and wait for a break in the SE trade winds to before heading south. This eventually happened after a couple of weeks and headed South taking advantage of the good NE winds, I was keen to take advantage of them whilst they lasted and we kept going stopping at Mourilyan Harbour, Macushla Cove, Orpheus Island, Magnetic Island, Cape Upstart, Gloucester Passage and Cid Harbour. It was interesting as we now had to anchor in Northerly shelter most of the time."*

Bob

To be continued



Gitana 3 in Port Douglas





# WEATHER WISDOM

- with Martin Babakhan

## SEVERE THUNDERSTORMS

### Thunderstorms -a constantly evolving process

Localized events, their devastating impact is often underestimated. The anvil pushes outwards against the upper winds.

**Lower level moisture** essential for thunderstorm development can be indicated by haziness in the morning & small cumulus later prior to the onset of *strong convection*

### Thunderstorms have a three dimensional structure.

Each storm or cluster of storms is a self contained system of:

1. UPDRAUGHTS;
2. DOWNDRAUGHTS;
3. FLANKING LINE; OUTFLOW & GUSTFRONT.

#### “1. Updraught—a region of upward moving air.

The towers grow progressively larger towards the main storm updraught. The site of the main, focused updraught into the system is a small localized cloud base found toward the rear of the storm. This is known as Wall Cloud which forms when cool moist air from the rain area is drawn into the updraught and condenses below the main base. Wall clouds may be the precursor to tornadoes (forming water spouts over the ocean).

**2, Downdraught (Downburst)** -region of downward moving air  
Downdrafts are generated when rain-cooled, more dense air sinks inside a thunderstorm. Also some of the strong winds aloft are carried down with the downdraft by a process called "momentum transfer". As precipitation begins to fall, it drags some of the air with it. This "precipitation drag" initiates a downdraft. The downdraft is intensified by evaporative cooling as drier air from the edges of the storm mix with the moist air within the storm. These processes lead to a rapid downward rush of air. As the air impacts the ground or sea surface it is forced to spread out laterally causing the gusty winds associated with thunderstorms. Occasionally, thunderstorms will produce intense downdrafts that create damage as the wind spread out along the sea. Downbursts can create hazardous conditions for sailors and these events have been responsible for several disasters.

#### 3. Flanking Line, Outflow and Gust Front

- **Flanking line**:- successive Cumulus towers that lead to the storm's main core,
- **Outflow region**:-the downdraught spreading out near the ground.
- **Gust front**:- the abrupt, cool wind surge at the leading edge of the outflow..

### Macrobursts and Microbursts

Downbursts are divided into two categories; macrobursts and microbursts. A macroburst is more than 2½ miles (4 km) in diameter and can produce winds as high as 135 mph (215 kph). Microbursts are smaller and produces winds as high as 170 mph (270 kph). In wet, humid environments, macrobursts and microbursts will be accompanied by intense rainfall at the ground. If the storm forms in a relatively dry environment, however, the rain may evaporate before it reaches the ground and these downbursts will be without precipitation, known as dry microbursts.

While not fully understood, it is thought that the process of creating a dry microburst begins higher in the atmosphere for heat bursts. A pocket of cool air aloft forms during the evaporation process since heat energy is required. In heat bursts, all the precipitation has evaporated and this cooled air, being more dense than the surrounding environment, begins to sink due to gravity.

As the air sinks it compresses and with no more water to evaporate the result is the air rapidly warms. In fact, it can become quite hot and very dry. Temperatures generally rise 10 to 20 degrees in a few minutes and have been known to rise to over (49°C) and remain in place for several hours before returning to normal.

### Derechos

A derecho is a widespread and long lived windstorm that is associated with a band of rapidly moving showers or thunderstorms. The word "derecho" is of Spanish origin, and means straight ahead. A derecho is made up of a "family of downburst clusters" and by definition must be at least 240 miles in length.

Derechos are associated with a band of showers or thunderstorms that are often "curved" in shape. These bowed out storms are called "bow echoes". A derecho can be associated with a single bow echo or multiple bow echoes. The bow echoes may vary in scale and may die out and redevelop during the course of derecho evolution. Winds in derecho can exceed 100 mph. The winds associated with derechos are not constant and may vary considerably along the path..”

[www.srh.noaa.gov/jetstream/tstorms/wind.htm](http://www.srh.noaa.gov/jetstream/tstorms/wind.htm)

[www.bom.gov.au/storm\\_spotters/handbook/Storm\\_Spotter\\_Handbook.pdf](http://www.bom.gov.au/storm_spotters/handbook/Storm_Spotter_Handbook.pdf)

### Photo Gallery 9

#### – Damaging Wind—A Hazard of Thunderstorms



**Photographer:** Karynne Crump

**Date:** May 2008

**Location:** Race off Newcastle

[www.bom.gov.au/lam/](http://www.bom.gov.au/lam/)

#### Useful links:

[www.gloucesterfm.com.au/index.html](http://www.gloucesterfm.com.au/index.html)

[www.abc.net.au/newengland](http://www.abc.net.au/newengland)






CAMBRIA II

2007 International Superyacht Society Design Winner



Operating as one of the world's finest charter vessels, this elegant yacht along with its own charter company is for sale.

Length overall 30.48m (100ft)  
Built by Azzura Yachts, Australia in 2006  
Design by Azzura Yachts & Thomas Hamel  
Accommodation for 8 guests and 4 crew

Price on application

CAMBRIA II

For Sale

Azzura Marine



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## At the helm of The YuuZoo Yacht



By Lorraine McCann

YuuZoo is a world-class Maxi yacht—a Supermaxi, said to be one of the world's most advanced ocean racing yachts. Through mutual friends, Ludde (owner of YuuZoo) was told of my passion for sailing and invited me to come sailing with him one Wednesday afternoon. I wanted to participate and not just sit there so was offered to help tack, which involved my big toe pressing a button! After saying to Ludde and the crew "that's not real sailing" he threatened with tongue in cheek to throw me overboard! The only physical thing we did was to pull the kite in, which went on forever, it was so large. I was given the helm for about half an hour in about a 12-15 knot breeze and we were going 17 plus knots -how does that

figure? It apparently creates its own wind, it was so responsive and fast and after asking if the engine was on, I was threatened again to go for a swim! All in all it was an awesome experience, which I am going to experience more often hopefully. Ludde has expressed an interest to make our Yacht Club and the Sydney Cruising Yacht Club the two bases for his Training (due to our Noreasters down and Sydney's Southerlys up) to break world speed records and also to engage young local Newcastle people to participate in the training programs, which will be great kudos for our club.



YuuZoo in Newcastle



For a number of years Tasmaner, co-owned by Tony Windsor and Jeff Govier has been a regular sight cruising the Hunter.

## Up the River

By Tony Windsor

“As the local river system is not familiar to most boaties, it is a good idea to have a chart. Waterproof versions are available at the NSW Maritime office, just over the bridge in Carrington. You need the NSW Maritime chart 0551 *Newcastle Harbour/Hunter/Williams and Patterson River*”.

It is a good idea to take be guided by all channel markers, passing them on the correct side to make sure you have two to two and a half metres of water.

This waterway is very narrow in places and unless you have a flying bridge you may not be high enough to see another vessel coming on the other side of a bend. As a result it is really important to observe the rules for passing another boat. The saying is: ‘On the water: *be right, stay right.*’

Where the river cuts around a bend, the inside radius is shallow, with deeper water at the outside (cutting) edge. So if there are no navigation marks, and you need to be on the inside of a curve, be aware of the extended shallows.

The usual destinations when boating on our local river system are: Kooragang (wetlands picnic area and walking trails); Raymond Terrace (for lunch at the pub); Morpeth (to check out the history); Patterson; Hinton (a unique pub), or staying overnight or a few days *up the river*.

It is most important to use the tide when travelling the river. High tide at Hexham is approximately two hours later than at Newcastle. It is about four hours later at Morpeth. These are also roughly the times taken for *Tasmaner*, a 1984 model Riviera 30 with a planing hull to arrive at these locations from Newcastle at displacement speed of 10knots.

*Kooragang wetlands*, about one to one and a half hours from Newcastle has a floating pontoon wharf for a picnic ground and walking trails. It is about half a nautical mile downstream from Hexham bridge. To go further upstream you must navigate the Hexham Bridges.

### Hexham Bridges

*The New Bridge* has about 15m clearance and doesn’t open. *The Old Bridge* has a clearance of 4.7 m when closed and 10 m when open, so many smaller displacement boats won’t need to have it opened.

*Opening Times for the Old Bridge* -Bridge Operator – 1300 661393. At time of booking you will be required to give a mobile contact number or be made aware of the Bridge’s Contact Radio Channels. A bridge lift can be booked for any hour of the day, any day of the year. Weekdays: Opening between the hours of 7am and 6pm. Minimum of 2 hours notice. Outside these times, 6 hours. In times of high wind (30k) it won’t be opened. Next comes Raymond Terrace a further hour away.”

To be continued

For those concerned about the presence of trawlers on the river system, local prawn fisherman Paul Doyle has confirmed that the Zone being trawled is from Dyke Point to the junction of the Hunter and Williams rivers at Raymond Terrace. That is, only on the Hunter. The prawning season extends between December and the end of May. Last season it did begin abnormally early in November 2009. Trawling only occurs on week days and during the daylight hours from 6am to 6pm.



## ON THE BRIDGE

With Paul McGrath

Problem: If you want to tackle this defensive problem put yourself in the South seat and try very hard to look at yours and the East hand only. The contract is 6S by West. West is a very skilled navigator and will guide this contract to a safe harbour unless you are on the top of your game. Your hand doesn’t look much but don’t get in the doldrums – the best and brightest don’t always win the race. Partner hits the starting line for the defence by leading out the heart ace. To your dismay declarer trumps (ruffs in bridge terminology). Next, he draws trumps in two rounds and plays three rounds of top diamonds, finishing in dummy. Now, declarer calls for the club five from dummy...over to you.

### NORTH

♠97  
♥AKJ2  
♦JT5  
♣KT95

### WEST

♠AQT862  
♥  
♦K4  
♣AQ832

### EAST

♠K43  
♥QT93  
♦AQ72  
♣75

### SOUTH

♠J5  
♥87654  
♦9863  
♣J6

Answer: page 11

## NSW Maritime Boating Tips

### RULE CHANGES THAT MAY AFFECT YOU

In March last year (2009) a new Act; The Marine Safety Act replaced other legislation that related to recreational boating. Rule changes that may effect you are:

- Lifejackets has replaced the rather cumbersome term Personal Floatation Device
- Each person onboard a canoe, kayak or windsurfer must wear a Lifejacket when more than 400M from shore
- All vessels must carry a 406Mhz EPIRB when more than two miles offshore (the North Reef Isolated Danger Mark is 2 NM from Stockton Beach)
- All vessels must carry a waterproof torch at all times.
- If a vessel is fitted with an electric starter or has an electric troll motor it must carry a fire extinguisher.
- Penalties for most offences have also been markedly increased, for instance causing an obstruction in a navigation channel has gone from \$80:00 to \$250:00!

The new regulations are reflected in the NSW Boating Handbook, which is available free at the Carrington Office of NSW Maritime.

The most common offence I see is a failure of boats to reduce their speed when they are passing under bridges. The rules require that you reduce your speed to ten knots when within 30 metres of a bridge. The rationale behind this requirement is that the bridge structure will obstruct your vision of other vessels and there may be vessels illegally moored up to the structure.

It is illegal and dangerous to secure to a Bridge or Navigation aid. This is particularly relevant to the Stockton Bridge where wind, tide or vessel wash may wedge you under the structure

Extract from "A Guide for Recreational Boat Users  
NEWCASTLE HARBOUR" (Newcastle Port  
Corporation and NSW Maritime Authority)

#### The Problems with Handling Large Commercial Vessels.

Large vessels;

- Are restricted to particular channels and cannot deviate from their set course.
- Are restricted in their ability to alter their course due to their size
- Need a large area to turn. Its stern swings out wide when negotiating a turn
- Lose steerage if they travel too slowly

**Wayne G. Fitness**

**BSO Newcastle / Commercial Vessels**

**Hunter / Inland**

**NSW Maritime**

Serving our Boating Community - Safe Waterways and Support for the Maritime Community

**T: 02 49628500**

**F: 02 49716255**

Many have asked . . . .  
"What exactly IS a Folk Boat?"



**By Kim Ostinga**

"Most Yachties know about Folkboats. Their tried and tested design has been around since 1942. There are large fleets in Europe, and they are very popular in San Francisco Bay, because they are so good in a blow.

PIPER was made in Denmark in 2006 and shipped to Brisbane by Euan McDonald of Australia wide. He kept it as a demo. I don't know how many he brought in but the exchange rate was against him at the time.

I was inspired to get it having only once sailed a Folkboat belonging to a friend. Each time I took a walk along Nobby's breakwater I thought how a little Folkboat would be ideal as a day-sailer into Stockton Bight, or down to Merewether, or for a bit of whale watching. At the time I didn't realise how good the river was. With a draught of only 1.2m it is very navigable up to Hexham. Of course, the NCYC was an added attraction; the club facilities, and the luxury of walking on and off the boat has no equal.

I haven't been disappointed. PIPER is a delight to sail. Very well balanced, and manageable in strong winds without the need to reef. She likes to be sailed loose, and with a minimum of fiddling there is only a very light weather helm. She's quick too, and being so close to the water you feel it. Oh yes, and she is pretty dry in a chop. See now I have started, I can't stop raving about her.

PIPER's sister ship has been for sale in Sydney for some time. The owner must be ready for an offer. I would dearly love to see her come to NCYC."



*The twilights will never be the same again! GO Skirts!*



# SOUTH-EAST ASIA

## - ON A BOAT

By Maree Eggleston

"Mike and I have done some recent river trips through South-East Asia that fellow NCYC members might be interested in.



Photo by Mike Eggleston

A couple of years ago we travelled the Mekong River from the Delta into Cambodia, to Siem Reap and Angkor Wat, and last October we went with the same operators up the Rajang River into the hill country of Borneo. They also run river trips on the Ganges from Calcutta to Varanasi, and on the Irrawaddy River through Burma.

The company that runs these boats is the Irrawaddy Flotilla

Company, the owners of which in the 1990s resurrected what once was the world's largest shipping company of the same name prior to World War Two.

Short history: This company was established in 1865 by Scots merchants, and by 1920 had the largest privately-owned fleet of ships in the world, with more than 650 vessels.

If you've ever read Rudyard Kipling's "Road To Mandalay," he wrote this story and many other Asian tales while travelling on the company's boats through Asia.

In 1942 the entire fleet was scuppered under an Act of Denial in the face of the Japanese invasion.

The idea of reviving Asian river travel came about when a couple of Scots guys salvaged one of the scuttled boats, an original Clyde-built steamer, in Burma in 1995, and went on to build six replicas. The boats are authentic replicas of the original colonial-era riverboats, shallow draught, steel-hulled, and fitted out with beautiful hand-finished polished teak and brass. They carry 50-60 passengers, cabins are lovely, fully self-contained; food is great, based on the local cuisine plus international styles (enough of a rap because I'm not their PR agent).

The newest river journey started operating last July on the Rajang River in Sarawak, Malaysian Borneo, at 640km the longest river in Malaysia. It's the territory of Iban headhunters and long-house jungle villages (fortunately they got out of the headhunting habit by the 1950s, they're mostly Methodists now, but there are still plenty of skull baskets in the longhouses to tell you they were pretty good at it in their day).

*To be continued*

## Pooch Parade



Photo by Brooke

**Kenny, the consummate boat dog.**

Her owners Darryl, Linda and Brooke Hall keep more than a listening watch these days when they leave their 40ft power boat to assist someone coming into the Marina. Most adept at polishing off a conveniently lonely lobster meal or two when her humans are called to drop everything and

lend a hand, Kenny is the regular the bow end watch keeper, sounding the alert for dolphin navigation hazards. She has her sea legs in the tender and the big boat. Kenny leaves the boat photography to Brooke, and refuses to join the rest of the family when they are helping with raffles, cooking barbecues, filling in a shift or two for the Inner Circle Rum Runners or taking a mooring line. There are myriad ways the Halls have helped out for years. Kenny prefers a little reading.

### ON THE BRIDGE

With Paul McGrath

#### Solution to the problem posed on p9:

You must throw your partner a lifeline - insert the jack! If you play low it will be your partner who will be in the dol-drums. Declarer has eleven tricks - six trumps, three diamonds, one club and one club ruff. If you don't play the jack declarer will play the eight and partner will win with the nine. Unfortunately, whatever North returns will give declarer an extra trick (endplayed in bridge terminology) - a club return will give declarer two clubs and a heart return will establish a heart trick. Once you play the club jack partner can counter any course that declarer takes. There is no escaping this challenge and our skilled navigator will have to hoist the white flag!



The October 2009 issue featured an overview of NCYC Sponsorship. This was followed by: Sponsors of "Wombat" in December; Event Naming Right Sponsors in February 2010 and we now present NCYC's

## Regatta Trophy and Prize Sponsors

### BLUETONGUE FOUNDER'S DAY REGATTA

All Divisions

**NCYC Founder's Day Shield**

NCYC Sailing Committee

**Take home prizes on the day**

Bluetongue

### KLOSTER BMW AUSTRALIA DAY REGATTA

PHS Division 1 Higher Handicap Section

**NCYC Australia Day Cup Trophy**

The Brewery, Queens Wharf

**Prize Sponsor for first 3 places**

Hunter Wharf and Barge

PHS Division 1 Lower Handicap Section

**NCYC Australia Day Shield**

Coulin Marine Trim

**Prize Sponsor for first 3 places**

Coulin Marine Trim

PHS Division 2 (safety category 7)

**NCYC Australia Day Trophy**

Endeavour Marine

**Prize Sponsor for first 3 places**

Endeavour Marine

IRC Division

**NCYC IRC Australia Day Trophy**

Gleeson Engineering

**Prize Sponsor for first 3 places**

Gleeson Engineering

### NCYC THRIFTY ETCHELL EASTER REGATTA

**Thrifty Easter Regatta Trophy**

Thrifty Car Rental

**Prize Sponsor for first 3 places**

Thrifty Car Rental

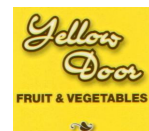
**Prizes for Individual Races**

Fosters Wines

Events with Naming Right Sponsors may have for each division separate: Trophy Sponsors for first place and; Prize Sponsors for the first 3 places.

Series also have Sponsors for weekly take home prizes, and Race week sponsors assist in running sailing at NCYC.

These will be introduced in subsequent newsletters.





# Coming Events



**Easter entertainment in the Club—**  
Entertainment Friday and Sunday  
from 6pm to 10 pm.

**Thrifty NCYC Easter Etchells Regatta** – A different and exciting spectacle for our members. Thursday 1 to Sunday 4 April. The linked unofficial schedule of events is to let you know where and when the excitement will be.

**Club Marine Newcastle to Sail Port Stephens Race** – Sunday 11 April. The link takes you to details. Race starts at 9 am so the breakfast BBQ will be starting early.

**Kloster BMW Race Week**  
26 to 31 January 2010

**Sail Port Stephens Race Week** This link will take you the website where you will find all you want to know about the feeder race and the week of activities at Port Stephens.



**Mothers Day Sunday 9th May 2010**  
**Galley hours:**  
**noon—2.30 pm and 6pm—8.30 pm**



**Crew of Anger Management**

## THE DOUBLE

by Tim Vooles

On the morning of January 2nd, I boarded Phil Arnall's Farr 40, Anger Management, for the 2010 Pittwater to Coffs race, lining up against Wild Oats XI for the second time in just over a week. (think they're worried?)

Unlike being spoilt on EZ Street with plush surroundings including lockers, heaters, grab rails and a galley, (even sundowners when conditions permit!) Anger Management is an outright speedboat that could easily display a decal on her stern stating "Enter at Own Risk". An amusing sight on the dock at the RPAYC was seeing me try to fit the contents of my sea bag into what amounts to a large sock. If it didn't fit in the sock it didn't go onboard! These guys are serious.

The start of this race was just as exciting as the Hobart, but different, being to windward, with less starters and no bottleneck to negotiate, just wide open ocean. Some very tense moments for the new bowman who was calling the line to our helmsman (would have been very embarrassing if we had to start again). In the end Anger may well have won the start ( great steering from Alex ) but were soon overtaken by Etihad Stadium as she momentarily blotted out the sun, shooting by us to leeward. The acceleration of these big boppers at such close range is really something to behold.

A little deja vu for me as sunset found us wallowing in the bulk carrier parking lot off Merewether, awaiting the predicted 35kt southerly change.

Eventually we got a noreaster that spun southeast later, seeing us shifting from jib topper to kite depending on angles. The most breeze we saw was about 22kts, just perfect for downhill running in a lightweight planing yacht... great fun racing pods of dolphins as well as yachts.

Exile, a very slippery DK46 from MHYC (with clubmate Anthony Williams aboard) had to wait until we were abeam of Port Macquarie before she could take position from us. A terrific effort from the much shorter Farr.

Anger Management crossed the line in Coffs Harbour just behind Exile at around 8:30 pm on Sunday night, the first of the 40 footers.

I've had an amazing experience these past couple of weeks and thank the skippers and crew of these two boats. It's been a privilege to race with and learn a few things from such experienced ocean racers as John Sturrock and Rich Howard. I appreciate the patience these blokes who have done it all a hundred times before, showed towards a relative novice like me. Would I do it again? Absolutely.