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newcastle cruising
yacht club journal

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new guinea quest 17

august 2011



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Full directory: p 4 of this edition.

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.



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A bi-monthly publication

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Editor: Gloria Thirkell

Sub Editors: Jan Howard, Rebecca Stuart

Essential Information

EMERGENCY

- **Police** 02 4929 0999
- **Water Police** 02 4984 9012
- **Fire Department** 000
- **Marina Power failure** –
Dockmaster 0408 299 512

CLUB DIRECTORY

- **General Inquiries** (9am-4.45pm)
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- **Licensed Club** (10am-10pm)
02 4940 8188 info@ncyc.net.au
- **Marina – Dockmaster** (8am-4pm 7 days)
0408 299 512 dockmaster@ncyc.net.au
- **The Galley** (Noon-2.30pm 6pm-8.30pm)
02 4940 8188 info@ncyc.net.au
- **Administration** (9am-4.45pm 5 days)
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Phil Arnall

Our Annual General Meeting was held at the Club on Monday 11 July. The current board was installed for another year and on behalf of all the board I thank members for their confidence. For those members who were not present the following includes a brief summary of my address.



"Your club traded strongly again this year. The highlights were: our profit for the year of \$183k, an improvement of 6% on last year; our operating cash generation which was \$640k; we were able to pay \$620k off our bank loans. The loan at the end of the financial year stood at \$2.880 million against gross assets of \$9.510 million.

During the year we applied a market rent review to most tenants in our retail and commercial areas. This exercise demonstrated that things are tough out there commercially and we are feeling it [although not as bad as most venues] in our licensed club revenues. I raise this to support the board's view that improving financial performance year on year as we have been used to in the past couple of years will be increasingly difficult. Nevertheless, we are in good shape and have a well balanced portfolio of marina, commercial, retail and club activities.

Sailing

Under the direction of Rear Commodore Paul Gleeson, the Sailing Committee conducted yet another successful sailing season. They included a third series into the Sailing Season and purchased the "George Keegan", a rigid inflatable boat [RIB], to assist in providing quality courses. Over 70 races for members were conducted together with 10 events involving the participation of other clubs.

The successful State Etchells Championship run in conjunction with Lake Macquarie Yacht Club Etchells Committee, provided the platform to apply for the 2016 World Etchells titles. Whilst we are optimistic, we don't have formal acknowledgement.

House and social

The Social Committee under the direction of Vice Commodore Jim Holley, together with Club management, during the year provided interesting experiences including: Sunday breakfasts, trivia nights, a dinner dance slated for later this year and, presentation night. I implore all to keep abreast of our social calendar via the website.

Matters general

As I said last year the Club facilities are ageing the 2011 accounts reflect the effect of this in maintenance costs. We expect this to continue in both wet and dry areas in 2011-12.

In the past we have had access to "Wombat" in sailing operations. The Club needs security of ownership of this or a similar vessel and we anticipate expenditure on an appropriate vessel in the coming year.

This year saw senior management changes with the resignation of the recently appointed CEO.

I would like to recognise and thank all volunteers who give freely of their time. You are the fabric of the Club and we would be much poorer without your support. This goes across social, operational and sailing areas and I am sure is much appreciated by all members.

I would also like to thank the board for the incredible amount of time they devote to the Club and their energy and intellect to ensure its success. I have to especially mention Jim Holley who is yet again "back on watch" until our new CEO commences."

STOP PRESS

The board is very pleased to advise that it has secured the services of Richard Howard for the position of Chief Executive Officer. Richard will be known to all sailors and most other Club patrons. The following is a brief outline of Richard's qualifications and experience.

Richard has developed his commercial skills at the international accounting firm PricewaterhouseCoopers, where he was involved in implementing business strategies and has achieved successful business outcomes.

Richard has professional qualifications in both commerce and law. He has had experience in sailing coaching in a number of different divisions for various state associations, and internationally. Richard's sailing successes include seven Sydney-Hobart yacht races and representing Australia in three sailing world championships. He twice won the Laser Radial Australian Championships.

BOARD OF DIRECTORS 2011—2012



Left to Right: Rear Commodore Paul Gleeson, Club Captain Ernie Thirkell, Commodore Phil Arnall, Treasurer Kym Butler, Director Larry Curtis, Director Tony Lobb, Vice Commodore Jim Holley

Our Club

Christian Delaney

Christian says: "My whole working experience has been in retailing, and mainly hospitality. I love the retail side of kitchen work, dealing with customers and handling the till."



Having left school when 16, at the end of year ten, Christian came to realise he needed a profession. Matriculation was step one toward this goal so the 19 year old re-enrolled in high school. He had turned 21 before passing his HSC, and had experience in retail work both at McDonalds and in an IGA store before entering the kitchen.

Christian says: "The rest of the class was female, and I had some outstanding competition." He had found his calling, topped his HSC Hospitality class, and gained a first year apprenticeship at Raymond Terrace Bowling Club. Christian goes on to say: "I was trained by some great chefs who drilled into me that I needed as much experience as possible with different chefs and learning different styles." His favourite quote: "Time is money (kitchen)."

Having worked at basically every pub and club in Raymond Terrace and still following the good advice, Christian moved to Newcastle as Cook/ kitchen hand. He says: "I love this sort of work, dealing with customers." On a personal note, Christian and his partner Sara are expecting the arrival of their first child – a girl, in August. "I really enjoy the interaction with staff and customers here. It's a cool place to work"

Newcastle Cruising Yacht Club

Black Tie Dinner
Saturday 1 October 2011



Limited number of tickets
\$110.00 p/p

Time: 6 for 6.30 pm

Included in Ticket:

- * Three course meal
- * Beer/ wine
- * soft drinks
- * Tea/ coffee

Three piece band / raffles

PIRATE TRIVIA

Monday 19 September is International Talk like a Pirate Day. Your Social Committee says: "Aarrgh me hearties 'n comely wenches - the landlubbers 'll be dress'n like us 'n'swaggerin all day at the Club. Grub's on at six then out with y'r pieces of 8 for the Trivia at 7pm!!"



COMPLIMENTARY WI FI

Now available for Members and Guests. Ask the bar staff for access number and password.



SUNDAY 4 SEPTEMBER 2011

Father's Day this year falls on NCYC Founders Day.

Show you appreciate the Fathers in your life!

Fathers, Stepfathers, Fathers-in-law, Guardians.

Breakfast: \$6 Bacon & Egg Roll, Hash brown & OJ.

Watch the spectacle; Parade & Fleet Blessing see p 7.

Lunch at the Club: The Galley noon – 2.30 pm.

Live Music: 2pm to 5pm.

Founders Day Prize Giving – 4 pm.

Dinner: The Galley - 6 pm to 8.30 pm.

WIN A PLATINUM BRIDGE CLIMB

Social Committee Raffle

Tickets \$20 available from the bar.

Draw: Presentation night -

6 August. (You don't have to be there to win.)

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FROM THE REAR COMMODORE

The winter season was closely contested in both divisions of PHS. However, by the past two weeks it was apparent that in IRC only a well aimed torpedo could threaten Schouten Passage's lead. The overall yearly positions remain unclear as they are subject to a fairly complex formula (borrowed from the national IRC titles) which factors the points of the various series placegetters to reflect the "difficulty factor" i.e. if a boat wins a series with say, twelve competitors, it scores better than a boat which wins against say, five competitors. Please address any technical questions to Mark Richards our erstwhile handicapper.

• INNERSPRING REGATTA

We have been fortunate to gain a sponsor for this Regatta in the form of Sydney Seaplanes – thanks Glen! The regatta purpose is to give yachts from other clubs a taste of racing with NCYC.

The "Sydney Seaplanes NCYC Innerspring Regatta" is a series of races sailed on two successive Sundays (14th and 21st August 2011) with a Wednesday (17th August) twilight race between the two. The courses will be those we normally sail: Sunday races will start and finish in the harbour with windward/leeward offshore courses being laid; the Wednesday pursuit race(non point score) will also start and finish in the harbour but will consist of one leg and return around a fixed mark, namely the Isolated Danger Mark (IDM).

First prize is a return seaplane trip for two from Newcastle to Rose Bay, water taxi transfers to and from the Star City Casino and a night's accommodation at the casino. Free berthing from Saturday 13th to Monday 22nd August will be offered to all boats that compete in the full series and entry to the series will be free.

• NEWCASTLE OFFSHORE ETHELLS REGATTA

We are hosting an Etchells Regatta over the October long weekend. The World Etchells will be held off Manly in February next year and we are expecting a good roll up for this series as it will give competitors a chance to experience similar offshore conditions. As usual we are looking for a heap of volunteers on and off the water – anyone available please contact Club Captain Ernie Thirkell on 0402 945 224.

The 2011-12 calendar is being finalised. One highlight is "The Lion, The Bird and The Cabbage Series" which consists of overnight races. We welcome the RMYC Toronto 505 Fleet who will be with us every 3 weeks during summer to hone their open water skills.

Paul Gleeson, Rear Commodore

FROM THE SAILING OFFICE

The 2010- 2011 Sailing Season ends with the Presentation of Trophies and Prizes Saturday 6 August 2011. Fingers crossed skippers. And, who will be the Gun Boat for the 2010- 2011 season?

The 2011- 2012 Sailing Season opening on 4 September is

AN INVITATION TO MEMBERS

You and your guests are cordially invited to attend the NCYC Founders Day Celebration and Blessing of the Fleet on 4 September 2011.

The Blessing is at Queens Wharf, Newcastle at 12.00 midday. You will be welcomed by Commodore Phil Arnall and view the Blessing of the Fleet conducted by the Honorary Chaplains to Newcastle Cruising Yacht Club / Chaplains to the Port of Newcastle, Reverend Garry Dodd and Father Stefan Sapun.

You will also be treated to a Svitzer Tug Ballet display, see the Newcastle Fishing Fleet and watch the yachts race, highlighting the diversity of the Port of Newcastle.

Spectators are invited to gather at Queens Wharf, and skippers and boat owners are invited to join in the Blessing. For Program details and vessel registration please, view the NCYC web site, or view notices in the Clubhouse.

Paul Gleeson, Rear Commodore

FOUNDERS DAY Parade and Blessing of the Fleet

Traditional Celebration of the NCYC Sailing Season Opening

4 September 2011 Program

10 am - 11am.	Order of Parade, (Collect your list). At Newcastle Cruising Yacht Club.
11.30am.	Vessels Muster in list order. In the Basin.
12.00 noon.	Welcome, Vessel Parade and Blessing. At Queens Wharf.
12.45 pm.	Svitzer Tug Ballet. At Queens Wharf.
1.00 pm.	Cock of the Harbour (Fishing Trawlers) From the Pilot Station to Queens Wharf.
1.25 pm.	Warning Signal for NCYC Founders Day Short Ocean Race. Near Scratchleys Restaurant.
1.35 pm.	Warning Signal for Harbour Race (NCYC & Newcastle and Hunter Trailer Yachts). Scratchleys Restaurant.
5.00 pm	Prize Giving Best Dressed (Boat, Crew) and Race Winners. At Newcastle Cruising Yacht Club.

R.S.V.P. by 26 August.

our Founders Day Celebration. Yachts, Motor Boats, Fishing Trawlers, Trailer Sailers, Maritime, Tugs, Outriggers and canoes will participate in the Blessing of the Fleet Parade and compete for best dressed boat and race winner's prizes.

Happy Sailing.

Dianne Fitzgerald, Sailing Secretary

Social highlights

FROM THE VICE COMMODORE AND THE SOCIAL COMMITTEE

EARLY BIRDS FOR SUNDAY BREAKFAST AT THE CLUB



Image by Gloria Thirkell

David and Colleen Mulley together with Barbara and Robert Rowland



Image by Kaz Crump

Robin's a legend - young Leon couldn't believe anyone could be so loud!

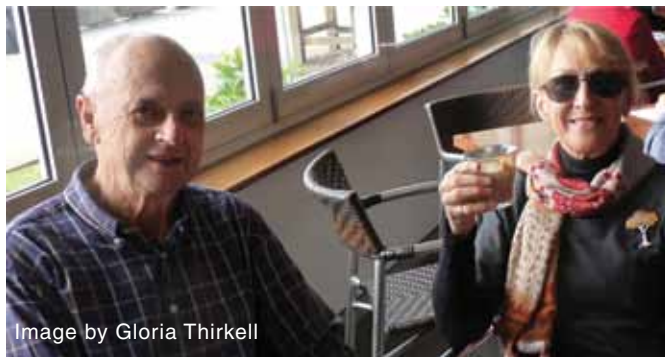



Image by Gloria Thirkell

Fred and Kate Elderton



Image by Greg Jackson

Foreground: Petro Gleeson and Rae Hassell relaxing after the AGM.




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Len Croft

The owner skipper of NCYC Registered yacht “Woodstock” has always been attracted to the ocean, and enjoyed surfing in his younger years. Once retired from paid employment, Len was able to indulge his ambitions, buy a keel boat and take up ocean racing in order to learn to sail.

Len purchased successful NCYC yacht “Woodstock” from her original owner Ric Bowker in 2006. By December of the first year of his sailing career, Len was sufficiently confident of his craft and his ability to handle her, to do his first cruise. He dreamed of seeing the Sydney Harbour fireworks from the deck of his own yacht, so for ten fabulous days over Christmas 2006, and through the whole New Year period, “Woodstock” was on a mooring in Lavender Bay.

The thrill of new experiences went way beyond fireworks. The crew watched Harbour Bridge walkers in the early mornings. Then as there was a secure area to leave the “Duckie”, they went ashore, walked everywhere to take in the sights and enjoyed the Sydney tourist experience from their prime location. Thirteen people were aboard to see the New Year in, and deck space was a premium as they all slept onboard. Len enthusiastically reported, “There were bodies everywhere! First long trip accomplished.”

Len says, “Sailing is a complete new learning curve and physically challenging and I am really enjoying learning something new.” As a result of this attitude, he has steadily gained in confidence and skill. Len further states, “I have learned to sail in lots of ways, from my own experience as well as what I have learned from watching and listening to others, crewing on other yachts or just assisting other vessels when berthing. Acting as one of NCYC Rum Runners has meant watching dozens of experienced skippers and crew berthing a wide variety of vessels in an even wider variety of weather conditions. It’s good practice to listen to other sailors talking about their favourite topic. Tips can be picked up from everyone, novices to skippers with years of experience.”

Having purchased her, Len wasted no time entering “Woodstock” into the Division 2 (cruising style yachts) events at NCYC. He says, “I learned a lot from the practice during races, particularly in the Ocean Pointscore races to Pittwater and to Nelson Bay.” Len speaks highly of the camaraderie and support of other sailors in the Club. ‘The comments from the crew of other boats after the race, were priceless. They gave me immediate feedback with suggestions of how I could have handled some of the situations differently, to get a better placing. How good’s that!’ Len also says: “You

need to get to know your boat. “Woodstock” can’t reverse under 5 knots so I only enter a berth nose in and use ropes to turn her around if I need to.”

2010 provided a huge learning experience when Len was given the opportunity to crew aboard Taratibu on her return from New Caledonia. Len Flew to Noumea and sailed back with Skipper Bruce Bragg and fellow crewman Bob Jarvie. “The extra bonus was that we came back via Lord Howe Island.” said Len.

In 2011, Len Sailed to and from Hobart for the Australian Wooden Boat Festival. This experience will be the subject of a feature article by Len in another issue of this journal.

Len summarised, “I run a dry boat while sailing. The Tassie trip taught me that anchoring a boat isn’t as easy as it sounds. There are definite techniques for a lot of different situations and bottom types. Picking up a mooring when a lone sailor? – I used the conditions. Berthing and handling the boat in general has been fine tuned during the racing series. Working on a boat? – it’s relaxation therapy.”

Most skippers are continually chasing crew. Len is frequently asked how it is that he has no such problem. He laughs: “We have some lovely times. We all look forward to the next race when we can just enjoy fun times with friends.” It shows, but after all, the photo below was taken on “International Talk Like a Pirate Day”.



Left to right: Kris Rickard, Jon Boer, Len Croft, Mark Buehler.

From the Club Captain

MEMORIAL SERVICE

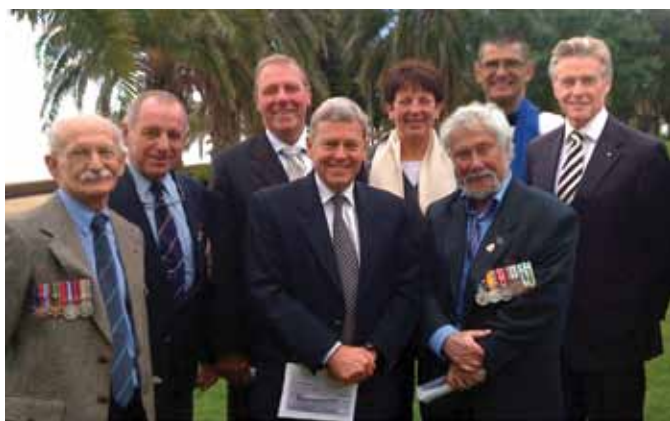
For merchant mariners lost in time of war

Newcastle Cruising Yacht Club was represented by Club Captain Ernie Thirkell and Social Committee member Mike Eggleston at the service this year.

The weather held off, with most of the service taking place in bright sunshine. This was a marked improvement on the torrential rains which caused the 2010 Memorial Service to be held undercover.

Two Svitzer Marine tugs standing offshore added an even greater sense of dignity and respect to the well attended and moving ceremony held at the Merchant Navy Memorial in Foreshore Park.

The next Merchant Navy Memorial Service will be held on Saturday 2 June 2012 in the Foreshore Park at 1115.



Left to Right: Ken Iredale; NCYC Club Captain Ernie Thirkell; Councilor John Tate, Lord Mayor of Newcastle; Harbour Master for the Port of Newcastle, Tim Turner; Lady Mayoress Cathy Tate; NCYC Social Committee member Michael Eggleston; Anglican Chaplain to the Port of Newcastle / NCYC Honorary Chaplain, Reverend Garry Dodd; State Member for Newcastle, Hon. Tim Owens.

Image by Gloria Thirkell

FIRE FIGHTING EQUIPMENT

Club members are reminded that Fire Hoses on the marina are not to be used for any purpose other than fire-fighting. To do so is not only against Club policy, but is subject to a heavy fine.

AUGUST IS AUDIT MONTH

Skippers are reminded that for yachts to be eligible to race in the 2011-2012 sailing season, inspections will need to be carried out by NCYC Safety Equipment Auditors.

INTERNATIONAL CERTIFICATE OF COMPETENCE

Generally referred to as an ICC

The International Certificate of Competence is a useful qualification for those intending a bare boat charter on inland waters in Europe and Mediterranean countries.

The Yachting Australia website has a good article by Craig Heydon dated 27 April 2011 giving more details on this: www.yachting.org.au/?Page=53312

Twenty one countries have adopted this qualification, but others which have not officially done so will accept, and in some cases demand, an ICC from visiting foreign yachtsmen as proof of competence.

This confusing situation would support Craig Heydon's note that you should always check with a charter company as to the current requirements of the country you intend to visit, prior to organising a charter. Perhaps to be on the safe side, it might be worthwhile obtaining the qualification before leaving Newcastle.

Ernie Thirkell, Club Captain

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Skirts in the Rigging

In our June issue, Skipper Jan Howard told the "Skirts" story. Now two young "Skirts" share some of their sailing adventures.

TALL TALES AND TRUE ADVENTURES OF TALL SHIP SAILING

By Caitlin Stephenson and Sarah Howard



Sarah and Caitlin

Recently we have both sailed on British Tall Ships through the generosity of the Australia-Britain Society. The Jubilee Sailing Trust (JST), a UK based organisation, operate two tall ships, Lord Nelson and Tenacious. Both ships undertake voyages around Britain, the Mediterranean and the Caribbean. Through their voyages at sea, the JST aims to promote the integration of people of all ages and physical abilities with the challenge and adventure of sailing.

Our first sailing experience and a taste for the excitement of being at sea came with a voyage on the STS Young Endeavour – a brigantine rig tall ship run by the Royal Australian Navy. This was an amazing experience in itself. It afforded us the opportunity not only to learn about the sea and sailing with other young Australians, but also about pushing boundaries, working as part of a crew and overcoming challenges together. Sailing on the Young Endeavour also opened up another door – one of Tall Ship Sailing in the UK.

Earlier this year, Caitlin sailed from the Canary Islands to England on the Lord Nelson. In 2010, Sarah sailed on the tall ship Tenacious through the Mediterranean. The following is an account of our adventures and experiences aboard the Lord Nelson and the Tenacious.

CAITLIN'S TALE

Some experiences in life stand out. These are unique events or encounters that are so removed from day-to-day routine that they present exceptional challenges both physically and mentally. Sailing 1,875 nautical miles through the Atlantic on a magnificent tall ship with



The Lord Nelson

an inspirational 40-person crew was one of those unique experiences. Our ship's namesake, Lord Horatio Nelson, was reputed as an inspirational leader with an amazing understanding of strategy and tactics. He refused to allow his disabilities: combat injuries including the loss of one arm and the loss of the sight in an eye, to hold back his outstanding career and his numerous naval victories for the British Royal Navy. My voyage on the Lord Nelson proved to be not only an adventure full of sailing, but also one of inspiration, self-discovery, rising to challenges, managing disabilities and making great friendships.

The purpose of this voyage was to reposition the ship from her winter home in the Canaries, north to Southampton, England, for the summer. Our planned route was via the Azores and Ireland. However, unfavorable winds rendered this impossible and we spent 15 days at sea without sight of land – a challenge in itself.

Cultural experiences:



Caitlin with her sea-going Skippy

My time on board was with a predominantly British crew so I learnt about the British culture and shared my experiences as an Australian. Skippy, an inflatable Australian kangaroo, accompanied me on the voyage. His pursuits of all aspects of sailing brought many laughs, inspired conversations about Australian and British culture and assisted in keeping spirits high on our long journey at sea. We visited the English ports of Falmouth and Cowes and experienced British life and food on shore. I enjoyed learning about the history of the land where my family originates and have made many friendships from across the globe that I am confident will last a lifetime.

To be continued...

Getting up and Down the River in Good Shape

By Richard Howard

You may have heard the saying: “the race can be won and lost in the river” in reference to the Sydney Hobart yacht race and Derwent River. Respectively, the same can be said of the Hunter River. The purpose of this article is to share a few observations and tips for getting out of and back into the River in good shape.

PART 1 ON THE WAY OUT

Good start and clear lane

Obviously a good start is a key ingredient to winning all yacht races but this is somewhat magnified when starting in the River, given fewer opportunities to obtain a clear lane after a poor or late start.

Especially for smaller boats, setting up and starting so as the larger faster boats give you as little grief as possible, (i.e. bad air) will assist you to hang in there and get out of the heads in a good position.

Keep the boat powered up

As the breeze can be somewhat fickle in the River, especially if blowing from SE or NW, keeping your yacht powered up is really important. Being able to power up by changing gears/trim as well as steering a course which suits your yacht, will help you maintain higher average boat speeds.

If reaching out of the River, using an outboard sheeting system on the headsail often works really well.

Using a brace to 'tweak' the headsail sheet outboard, can assist powering up in light to medium conditions, by widening the headsails angle of attack without twisting the leech off too much.

If sailing with a spinnaker up, also keeping your options open, by having a headsail plugged in and ready to go up, is often a good idea especially in a NW or ENE.

Learn from other's mistakes

There's one great thing about not being the fastest boat in the fleet...! You can watch and learn from other's mistakes or misfortunes. Keeping an eye on the course of the leading

yachts can assist in choosing the best route out of the harbour. This is especially the case in an Easterly when choosing how close to sail in behind Nobby's hill and under the eastern break wall, where the gains can be significant.

Getting a handle on the current

A good understanding of what the current is doing, is critical to getting out of the River in good shape. If the tide is running out, the middle and deepest part of the channel will generally provide the most benefit and vice versa when the current is running in.

At a minimum and prior to the start, sailing from the start line across to the western side of the channel, past the Stockton ferry terminal, and monitoring how the current is impacting your course, may assist in determining a strategy for managing the current in the River. Similarly, practicing a couple of start line approaches to get a feel for the impact current is having on time on distance, before starting, can assist in hitting the line on time with speed.

It is also important to remember that the current turns the corner just in front of the start line. When the tide is running out, this will push you east for the first 400m after the start and similarly when the current is running in, it will naturally drag you slightly to the west.

Flat water versus bumpy water

The River generally possesses flatter water than offshore, necessitating significantly different sail trim. For example in a North Easterly, flatter sails at the start may need to be deepened once between the breakwalls and offshore where bumpier water necessitates the need for more power (e.g. deeper sails and softer trim). Continued on page 13



Finish Line

Primary direction of run in/out current

Best relief from run out current

Breeze fickle in an Easterly / South Easterly

Distinct current line to consider especially when running out

GETTING UP AND DOWN THE RIVER IN GOOD SHAPE

(Continued from page 12)

Consider staying on the travelator!

When the current is running out consider the benefit of staying inside the tide line to get “slung shot” out the heads rather than heading east too quickly and benefitting less from the current running north. This strategy can be particularly beneficial in an E-NE breeze. Refer to the trajectory on the diagram on page 12 for an illustration of the tide lines.

PART 2 COMING BACK IN

Set up for your River approach early

Determine how you want to approach the River entrance soon after you have gone around the last laid buoy. Knowing what the current is doing, should play a significant factor in your approach strategy. If the current is running out, try to approach from outside the trajectory of the harbour entrance to minimise the amount of current you will push on the way in. In a Westerly breeze and run out current, positioning yourself under Nobby's reef, and approaching the Eastern break wall on a port lay line, to hide from the current until just before entering the River, can work wonders.

Breeze direction and strength in the River

The breeze strength and direction in the River quite often varies from offshore conditions, and should be considered in choosing your sail selection, approach to

and route in the River. Also being prepared and willing to do a sail change in the River, could be the difference between a win and a second! If spinnaker sailing, think about whether you have the right spinnaker up. If not, how about a peel!

Ships can play a big part of game in the River

Understanding shipping movements on race day will assist in determining your strategy for getting up the River without getting caught to leeward of an incoming or departing ship. Keeping an eye on shipping movements inshore and offshore during the race in addition to what the tugs are up to, will assist.

Which end of the line?

In my view, the pin end of the line is marginally closer to the heads than shoreline end and more often than not is the favoured end at which to finish. In SE- NE conditions, the breeze is also generally stronger in the middle of the River.

Summary

Preparation and anticipation are the two key factors to getting down and up the River in good shape. Further, identifying what you did well, and what you can improve on, after each race, will assist in building up a good memory bank of tips and tricks to use in the River.

Safe and speedy sailing!

Richard Howard



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News from Newcastle Port Corporation

REPLICA SHIP HAS NEW BERTH

Newcastle Port Corporation has provided a parcel of land at Carrington to enable volunteers to complete the restoration of the "William The Fourth" steamship.



Contractors have been working on the replica paddle steamer at Forgacs Carrington facility but a move was made necessary when Forgacs required the land on which the ship was sitting in a cradle because of future work commitments.

Newcastle Port Corporation was able to provide a site near the Carrington waterfront which allows easier access for volunteers to continue their restoration work. The move was undertaken in early June.

"William The Fourth" was constructed for the 1988 Bicentenary. It was built on the banks of the Williams River at Raymond Terrace from 1985 to 1987 before being launched by Hazel Hawke in September 1987.

The paddle steamer has been out of the water for many years but the community based William the Fourth Inc. has been working to return the paddle steamer as a local maritime icon. The vessel has been in the cradle at Carrington since 2008 when work started on restoration of the wooden vessel.

William The Fourth Inc hopes to have the vessel back in the water by the end of the year.



"William The Fourth" – a big restoration project is underway.



Humpback whales add just one more thrill to sailing off Newcastle.

Image by Kaz Crump

ON THE BRIDGE with Paul McGrath PROBLEM:

When you find yourself in deep water the danger of a shark attack is ever present. With that in mind see if you can find the right tack in the following problem to counter a feeding frenzy by your bared-teeth opponents. You, sitting in the West seat, are declarer in 4S. North begins the attack by leading the diamond ace and follows with the king and another. South cooperates with snarled aggression by ruffing (trumping in bridge terminology) the third diamond with the spade jack. Can you find a way out of this blood thirsty encounter?

NORTH

♠T96
♥5
♦AKJ752
♣J53

WEST

♠A8754
♥AKT7
♦63
♣Q6

EAST

♠KQ3
♥QJ2
♦T84
♣AT72

SOUTH

♠J2
♥98643
♦Q9
♣K984

Solution on page 19

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Supporting the Community



On Thursday May 26th NCYC sponsored a Biggest Morning Tea held in aid of the Cancer Council. This is the second time that the club has supported this event and approximately fifty five guests attended.

The NCYC marquee was an ideal venue. On a wet and cold day, the marquee was a warm and cosy space and the tables looked attractive, decorated with pots of bright yellow daffodils donated by Waldons Flower Shop at The Junction. These, together with wine and chocolates and a bouquet of flowers were awarded as raffle prizes.

The atmosphere was pleasant and convivial and there was much conversation and laughter enjoyed over a delicious morning tea comprising, scones and jam, sandwiches, biscuits, tea and coffee.

As a result of the NCYC Biggest Morning Tea, a donation of \$980 has been sent to the Cancer Council to assist with cancer research, treatment, support and prevention programs.

It is hoped that this will become a regular event at NCYC and we thank everyone who attended and supported this worthwhile cause.

Jan Howard,

Organiser,

NCYC Biggest Morning Tea 2011

A LITTLE BIT OF HISTORY

It's easy to see where. Any guesses re the date?



Supporting Junior Sailing

On May 26 2011 NCYC Social Committee hosted a great trivia night featuring nautical, sporting and general knowledge questions. All proceeds from the entry donation and fundraising during the evening were to support the Junior Sailors of Port Hunter Sailing Skiff Club.

Our first Trivia night was well attended by members PHSSC as well as our own members. This of course led to a lot of friendly rivalry and good natured teasing. The successful evening has resulted in your Social Committee arranging for these to become a regular feature on the last Thursday each month. Skins: \$200 with a \$100 Jackpot each month. Start time is 7pm.



Brooke Hall with her parents Darrell and Linda, the core of one of the more successful teams.

Image by Greg Jackson



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PART 1 GOING HOME

By Cathy Owens and Paul Green

We departed Scawfield at 0100hrs heading into the hydrographer's passage, aiming for a favorable tide where the Great Barrier Reef falls away into the Coral Sea. After clearing the main reef, we steered True North. Fresh S.E. trades held the sea and the wind on the stern quarter, for four nights and four days pushing us along until making ten degrees latitude and PNG waters.

We went by dinghy between the fringing coral, to the beach. Our first steps onto Samarai Island PNG, began a passage towards locating family and friends. It was good to get the legs in action again as we wandered around the island, Cathy making a running commentary of what it was like in its hey day when Samarai was a key trading port. Demand grew and shipping trade moved to the mainland at Alatu.



One of the boys who walked with us told his dad of an Oba Bay girl walking with the dim dims (white fella). His dad paddled the dug out for miles and made a day's walk to the village where Cathy spent her childhood, but we were not going to Oba Bay yet.

After clearing customs, we took a favorable tide into the China straight where large eddies and strong currents dominated the passage. Heading into Milne Bay, a 4,000ft cloud covered ridge ran down the shoreline with waterfalls charging down the steep gullies. We kept a watch for logs, and it wasn't long before they appeared with a couple of seabirds roosting like markers on them. It was market day at Alatu and there was plenty of colour and action. We ate all sorts of fruit and seafood, all the time looking for some clue, or someone that could help us with information about Boland, Cathy's long lost dad. Chatting with a local shop keeper, we found someone from Bona Bona, Boland's last known location. She said, "Some time back Boland

moved to a village at Argyle Bay not far from Bona Bona." We went back to the dinghy and it seemed like word was around, as other people came and spoke about the village at Oba and Argyle Bay. Two young men arrived and spoke to Cathy about Boland, "I'm sorry sister but Boland passed away some time ago". Cathy was tearful and overwhelmed by this news. We did not know what to do next, until Sylvia arrived. Sylvia was a woman (relative / friend). She said that the boys were mistaken and Boland was old and frail and still alive. We took Sylvia for a beer.

Now we had a new heading, west along the coast of the mainland to Argyle Bay. Fresh trade winds made for good mileage as we made our way between the sunken reef and the rugged coast. After 50nm we still had good light and we needed it, as these were unsurveyed waters. At least we didn't have to worry about the chart being out!

Argyle Bay was not quite as big as Sydney Harbour but not a lot smaller. There were bays within the bay and villages all around the black sand beaches. The wet season was still happening. Many creeks coloured the water, hiding the many reefs around the bay. Cathy spotted a sailing canoe making its way up the western side of the bay so we steered "Jemima" towards them. There were three young men aboard and a large pig sun baking with a palm frond over its face. We got within range and Cathy spoke to them. It was lucky one of them spoke English. Cathy said, "I'm looking for my dad. His name is Boland".

The boys looked at each other, and pointing to the guy on the tiller, who could have passed for Bob Marly, said, "He is your brother". This brought much laughter and hoots and I think we woke the pig. The boys signed us to follow and they led us through clear passage to an anchorage flanked on three sides by reef and the mainland on all aspects. We had found Boland's village. To be continued.



My Sea Trip to the Apple Isle

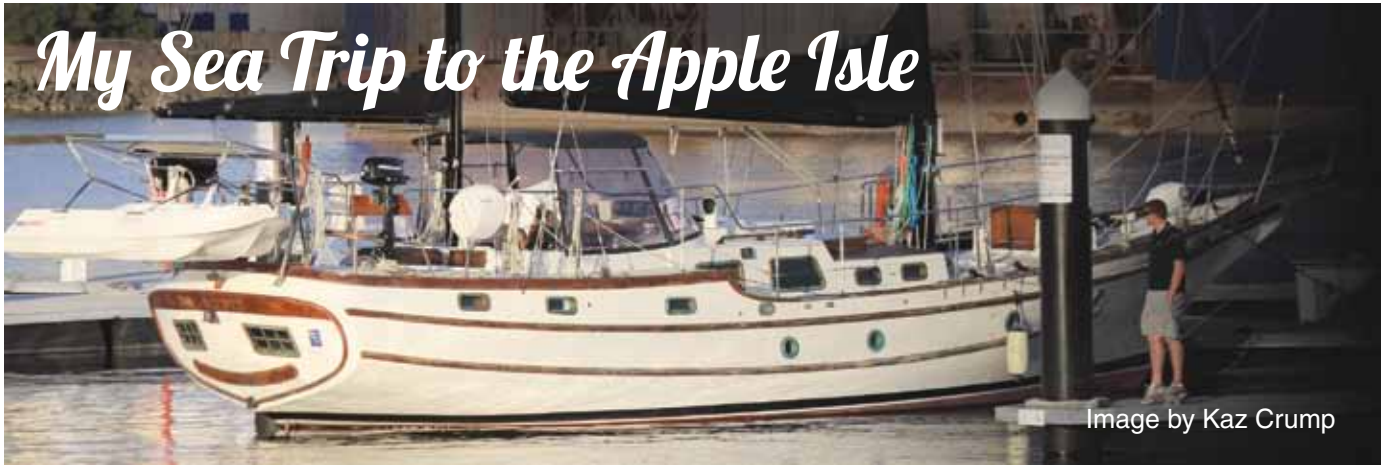


Image by Kaz Crump

PART 2 NEWCASTLE TO BERMAGUI

The big day came. The trip to Tasmania from Newcastle Harbour was underway at last! The “Far Niente” was loaded with food and crew.

After some maneuvering we headed for the blue water and the rolling waves. This time, although (justifiably as it happens) apprehensive, I was armed with sea-sickness prevention pills. By this time Skip suspected that I was of limited use with regards to actually sailing the boat, so whilst everyone else was hauling on the numerous and various ropes involved in hoisting the sails, he assigned me to man the steering wheel. “Where are we going?” I shouted as I twirled the wheel with much aplomb but little apparent effect whilst the boat rocked alarmingly. Skip, mouthing numerous uncomplimentary expletives, managed to grab the wheel before we actually hit the harbour wall, and we sailed through the heads without mishap.

We turned right (the general direction of Tasmania as it happens). The trip of a lifetime was underway. First stop was Rushcutters Bay for a few nights on a mooring, so that most on board could attend a pop-concert at the Sydney Opera House. When, Skip felt the weather was right, we sailed out through Sydney heads - a wonderful experience in itself.

The make-up of the crew had changed dramatically – The two who joined Skip and myself were: a gentle giant called “Dawso”, and an all round genius jack-of-all-trades called Brian. The “Far Niente” left Sydney bound for Tasmania, first stop Bermagui.

After surviving my first overnight stay at sea (a story in itself), my immediate challenge was to learn to operate the on-board toilet - euphemistically known as “the head.” This device, obviously invented by a sadistic madman, was centered around something called the macerator. The macerator’s function is as disgusting as it sounds and doesn’t bear further thought. Since the crew were all males, the most common eliminative function was best performed on deck into the long-suffering ocean and using one hand to hang on to the rail.

Skip’s suspicion that I was useless on deck soon morphed into cast-iron certainty, and (with the enthusiastic vocal support of the other two crew members), I was demoted from “deck-hand class three” to “galley girl!” My awesome responsibilities were; washing dishes, making the tea, and generally keeping out of the way, while the others sailed the boat. Except for blocking the drain a few times, and breaking the odd cup or two, I performed these duties with a high level of credibility. Skip’s comments relating to these matters were surely meant in jest.

Skip and myself were one “watch”, and Brian and Dawso, the other. The watches took turns to stay awake, and ensure that we did not veer off course or run into anything. Specifically, other boats, but also miscellaneous items such as whales, half submerged cargo containers, logs, abandoned fishing nets, unlit recreational fishing vessels, uncharted reefs, or indeed anything that could and probably would tear the bottom out of the boat if struck.

It was never satisfactorily explained to me how I was to actually see these things in the dark before it was too late. Both members of the watch stayed on deck during their three hour shift, taking turns for one to keep a sharp lookout whilst the other relaxed. By my first watch, having given up the pills (a bit too soon), I was seriously seasick. Accordingly, back on the pills, I passed out for about twelve hours.

Skip did our watch by himself after making several unsuccessful attempts to wake me. Eventually I joined Skip on watches, and my long time habit of singing softly to myself when unable to read seemed to soothe him. At least I assumed so because he stayed awake to listen, although I must say that he never made any request for a specific song, and his muttering could easily have been misinterpreted.

After several nights at sea, we turned into picturesque Bermagui and tied up at the wharf in beautiful sunny weather. We passed several seals and numerous dolphins on the way in; a truly magical experience, and one that I will never forget.

To be continued.

By Peter Williams

Coming Events

PRESENTATION OF PRIZES AND TROPHIES

2010 - 2011

Saturday 6 August.

HUMPTY DUMPTY CHILDRENS CHARITY LUNCHEON

Rescheduled to Friday 19 August.

Speaker Phil Kearns.

SAILING TRIVIA

Wednesday 24 August (Normally last Thursday of month).

Start time: 7pm

Skins: \$200 – \$100 Jackpot each month.

FATHERS DAY ON FOUNDERS DAY

Sunday 4 September 2011. - See page 6. for details.

See page 7. for Founders Day Invitation and Program.

Phone 4940 8188 to book a table for lunch at NCYC.

PIRATE TRIVIA

Monday 19 September. - Start time: 7pm.

To celebrate International Talk Like a Pirate Day

Dressing up and Pirate Talk will be happening all day!

SAILING TRIVIA NIGHT

Thursday 29 September 2011.

Start time: 7pm.

Skins: \$200 – \$100 Jackpot each month.

BLACK TIE DINNER

Saturday 1 October 2011. -See advertisement on page 6.

HMRI CUP (HUNTER MEDICAL RESEARCH INSTITUTE)

Saturday 22 October 2011. - See page 7 for details.

NCYC CHRISTMAS PARTY

(A DATE FOR YOUR CALENDAR)

Sunday 18 December 2011.

FRIDAY NIGHT RAFFLES

Ticket sales start 6.00pm. Draw starts 7.00 pm.

ON THE BRIDGE with Paul McGrath

SOLUTION:

The vicious attack by your opponents has potentially opened a fatal wound. If you over-ruff at trick three North will score a trump trick and you will lose two diamonds, a club and a trump for a gory ending. However, the escape from the jaws of death can be brought about with elegant indifference. Simply discard a club from hand – allowing South to win trick three. You will win whatever South returns, draw trumps and triumphantly net ten tricks!



Image by Greg Jackson

SYDNEY SEAPLANES NCYC INNER SPRING REGATTA

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WHEN:
Sunday 14, Sunday & 21 August 2011
Twilight Wednesday 17 August 2011 (non-pointscore).

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