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newcastle cruising
yacht club journal

i bought aktio in greece	17
sailing fourth dimension	18
rolex sydney to hobart race	20

autumn 2014

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Full directory: p 27 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.NEWCASTLE CRUISING
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Editor: Di Hansen

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Cover Photo: Greg Jackson
(Novacaine, Concealed Weapon & Summersalt)

NCYC Member's Discounts & Benefits

NCYC Members' Club & Fuel Discounts

NCYC Bar

10% discount for Full Members
5% discount for Social / Crew Members
(Membership card must be shown at the Bar)

NCYC Marquee Hire

10% discount for Full Members
5% discount for Social / Crew Members

Fuel (Diesel + PULP)

Full Members & NGFC Members:
15¢ per litre off the list price on total purchase
Non Full Members:
1000 to 1999 litres - 10¢ per litre off listed price
2000 + litres - 15¢ per litre off listed price



NCYC Members' Benefits

Auto Advantage

Phone: 1300 653 119
www.autoadvantage.com.au

For any NCYC member who purchases a vehicle through Auto Advantage, Auto Advantage will pay for that member's next NCYC annual membership subscription



NCYC Members' Non-Club Discounts

East Coast Marine & Sail

Phone: 02 4961 1663
www.ecmarinesail.com.au

10% discount to NCYC Members on selected items



Rocksalt

Phone: 02 4961 1676
www.rocksaltnewcastle.com.au

Complimentary glass of wine for each guest who is a member of NCYC when dining



Heliservices

Phone: 02 4962 5188
www.heliservices.com.au

10% discount for NCYC Members



Cote D Azur Accommodation

Phone: 02 4984 9595
www.cotedazurnelsonbay.com.au

10% discount on accommodation to NCYC Members



Cheery Lane Cottage – Gulgong

Phone: 02 6374 2289
www.cherrylanecottage.com.au

10% discount on accommodation to NCYC Members



Subject to change without notice
Memberships cards may need to be shown to get a discount or benefit

Commodore's Message



Welcome to the first edition of NCYC's journal for 2014. I hope everyone had an enjoyable Christmas break.

The Club has been a hive of activity over the Christmas period both in terms of Club activities and representation by a number of NCYC crews in the Sydney Hobart and Pittwater Coffs Harbour Races.

Firstly, I would like to congratulate Michael Martin and the crew of *Frantic*, Kym Butler and the crew of *One For The Road* and Glen Picasso/Michael McDonald and *She's the Culprit's* crew on their successful Sydney Hobart campaigns. It is great to see strong representation in this iconic event and *She's Culprit's* divisional 3rd and 4th overall in PHS is a commendable effort. Representing LMYC but based at NCYC I would also like to congratulate Steve Chapman and the crew of *Venture One* on their efforts.

The crew and I on *Anger Management* headed North in the Coffs Race which was relatively uneventful compared the Hobart however the race was enjoyably tactical and the return delivery very quick!

NCYC's Board and management, with the assistance of club member and facilitator Clive Jones, has been developing the Club's 5 year draft strategic plan. The plan will be presented to members in the coming couple of months and will be used to set the context regarding sailing and operational type projects and outcomes that the Club wishes to achieve. Further, the plan will assist in guiding future important decisions that the Club needs to make and will assist in ensuring the goals, purpose and direction of the Club are given due consideration. The plan will be a 'live' document and reviewed and updated by the Board on at least a bi-annual basis. I look forward to sharing NCYC's draft strategic plan with you and obtaining any feedback from members prior to the first version of the plan being promulgated. As a precursor to this, the plan will focus on 3 main aspects of Club activities and services under the banner of "Get Newcastle Sailing".

The second half of NCYC's summer sailing season is underway with plenty of local offshore races and longer races to Sydney, Pittwater and Port Stephens scheduled. The season will culminate with the Audi IRC Australian Championship 2014 which will be held over the Easter Long Weekend.

During the next couple of months NCYC will be asking members to assist with a variety of on and off water activities associated with the Audi IRC Australian Championship and your assistance will ensure the event

is a success.

Lastly, the Club has traded well in the first half of the financial year in a more challenging economic environment. I would like to thank our staff for their exemplary efforts over the Christmas period.

Enjoy the remainder of the summer sailing season.



Phil Arnall, Commodore



NCYC MARQUEE HIRE SPECIAL

**Are you celebrating
a special event or milestone
between May & August 2014?**

Non Members

Book your event for May, June, July or August 2014 for 40 guests or more and receive half price marquee room hire!

This means, NCYC's Marquee, the rear half of the courtyard and grassed area - overlooking NCYC's marina, all setup, furniture, gas heaters (if required), linen, cutlery and glassware for your event is only \$250 for 4 hours use!

Members

Book your event for May, June, July or August 2014 for 40 guests or more and we'll waive the marquee room hire fee completely!

This means, NCYC's Marquee, the rear half of the courtyard and grassed area - overlooking NCYC's marina, all setup, furniture, gas heaters (if required), linen, cutlery and glassware for your event is complimentary for 4 hours use!



NCYC WINTER SPECIAL

To book your event

P 02 4940 8188 • E functions@ncyc.net.au

BIRTHDAYS • WEDDINGS • ENGAGEMENT PARTIES
CHRISTENINGS • CORPORATE FUNCTIONS • RETIREMENTS

Chief Executive Officer's Report



I hope all NCYC members had a great Christmas and enjoyable New Year. Not partaking in any competitive sailing activities over Christmas allowed me to spend some time around the Club and Newcastle over the quiet period which was nice.

A highlight for me was spending New Year's Eve on Newcastle Harbour with friends and family.

It was a very still evening and it was pleasing to see so many NCYC yachts and power boats out enjoying the festivities and fireworks.

NCYC's staff have been busy over the Christmas period installing new flag poles to give the precinct additional colour, erecting signage in relation to the car park, installing Laser dinghy launching pontoons on A Arm and organising sail shades to be installed over NCYC's



Above: Laser Pontoon Access

courtyard area to afford more shade to those using the space. These projects along with the normal demand in the Club and on the Marina during the Christmas and New Year period have meant that many NCYC staff caught up on some annual leave during January and February to recharge the batteries prior readying themselves for the remainder of the summer sailing season and Audi IRC Australian Championships 2014 for which organisation is well underway.

As a long time Laser and Laser Radial sailor I am delighted that our Laser dinghy fleet has continued to grow in numbers. Friday night Laser racing has become a real institution at NCYC and adds another fantastic

opportunity and dimension to the Club's sailing activities. Further, the support shown by Club members to assist with Race Officer and 'trolley dolly' duties has been great. Hopefully with the new pontoons now fully installed the participation rates and the enthusiasm for Laser sailing displayed to date will remain strong.

I would like to personally congratulate every member of the Club that represented NCYC over the Christmas period in offshore yacht races, be it the Sydney Hobart or Pittwater Coffs Race.

I would also like to make special mention to NCYC Crew Member Matt Rhys-Jones who works at East Coast Marine & Sail and who recently skippered his Cherub to second overall in the Australian Cherub Championship in Western Australia (a result I know only too well in the same class!). Well done Matt!

Lastly, I would like to say a special thanks on behalf of the Club to our former events co-ordinator Sarah who worked tirelessly and who has recently made the exciting move to Brisbane. I would also like to welcome Tamara to the NCYC team. Tamara will replace Sarah in the role of events and function co-ordinator and is currently learning the ropes. Please introduce yourself to Tamara when you see her around the Club.

All the best for the remainder of the sailing season.

Richard Howard
Chief Executive Officer

Time to drop in to the club
to try on some new NCYC / Gill gear?



Gill Cotton T-shirts (M & F)
\$60



Gill Long Sleeve Race Shirts
(Unisex / UV) \$65



Gill Hats \$25



NCYC - Our Club

STAFF PROFILE Tamara West



I am a proud Novocastrian born and bred in the Hunter. I have recently returned after a 4 year stint working in the UK.

While overseas I gained experience as an Event Coordinator at Amnesty International and the General Medical Council in London.

Thursday Night Members Draw

Permit LTPS/13/08138 Up to 4 draws per night:

6.15pm, 6.30pm, 6.45pm and 7pm.

Cash prize starts at \$200 - jackpots if not won.



Looking for a way to show mum you really care this Mother's Day?

NCYC is the perfect location...

Combine a delicious breakfast with a complimentary glass of bubbles for mum* and an uninterrupted view of the harbour

What more could she ask for?

Mother's Day, Sunday 11th May

Breakfast
8am - 10am

Lunch
12pm - 2.30pm

*1 complimentary glass of Champagne per Mother per breakfast



BOOKINGS ESSENTIAL

Newcastle Cruising Yacht Club (02) 4940 8188



happy birthday

Keep an eye out for your special Birthday letter to receive your free gifts



Trivia NIGHT

WITH "THE SKIRTS"

Thursday 29 May
Proceeds going to Marine Rescue

To Book Your Table call
Jan Howard - 0411 864 412 or
Mary Holley - 0408 754 110

**Gift Vouchers
are now available
from the Club
or Administration Office**
Ph: 4940 8188



MEMBER PROFILE Mike Eggleston



sailing and social events, such as the inaugural Bird Lion & Cabbage series.

Founding Member Mike Eggleston has been actively involved in NCYC since the inaugural meeting on 19 November 1993.

Over the years we have benefited from Mike's artistic expertise providing cartoons promoting special



Mike has donated handmade wooden trophy's for presentations, paintings which are displayed in the Club and paintings to help fundraise. On many occasion, Mike has provided "Fortune of War" as the starting boat for offshore races, mark laying, safety vessel and for spectators in major events.

Mike was a part of the NCYC Social Committee from inception and is an active promoter for events associated with NCYC such as dockside BBQ's, club river cruises and the new year day 'oyster shootout', which is no longer run.

Mike has volunteered in many key roles for sailing events and is a photographer extraordinaire having made available thousands of high quality photos of racing and social events throughout the years. Many of Mike's photos have graced the page and covers of NCYC's



newsletters, magazines and our annual sailing handbook.

Any historical NCYC event you mention, was sure to have had Mike as an active participant.

Mike has made a huge contribution toward making NCYC the successful Club it is today.

Thank You Mike!



ON THE BRIDGE with Paul McGrath

Problem: In sailing you need to plot your course carefully. And so it is with bridge. You and your partner have bid aggressively to 4H by South on the cards shown below. West leads the heart four, you play the two from dummy, East plays the seven and you win in hand with the nine. All may not be plain sailing from here - there may be dangerous undercurrents ahead. Can you see the danger? Now map out the best course to take to avoid capsizing your craft.

NORTH

♠ 8
♥ QT32
♦ AJT965
♣ Q7

SOUTH

♠ AQ53
♥ KJ95
♦ K7
♣ 642

Solution: page 19

Rear Commodore's Report

All of the three boats representing the club successfully completed the 2013 Rolex Sydney to Hobart yacht race. *Frantic* performed the best of the three local boats with a 7th in division 1 IRC and an 18th position in ORCi. *One For the Road* finished 17th in division 3 IRC and 26th in ORCi overall. With *She's The Culprit* finishing 4th in PHS. Club members who were first timers to this year's Sydney to Hobart are not disappointed in being able to claim that they have sailed in a "real" Sydney to Hobart. This iconic 628 nautical mile offshore race rarely fails to produce at least 24 hours of tough weather. The forecast was that the fleet would get a pasting in Bass Strait with gale force winds. The forecast was correct. With 10 yachts retiring out of a very professional fleet of 94 it is to the credit of our club that all of our boats finished. With this year's Hobart being the 70th anniversary it is hoped that yet again our relatively small club will have a significant presence in this great race.

At the time of writing the Newcastle to Sydney race was successfully completed by our club. This race is followed by the club joining a race from Sydney back to Newcastle organised by the Cruising Yacht Club of Australia, based in Rushcutters Bay, the races are part of the Cross Lion Cabbage competition. The CLBC series competition prepares the boats for the longer races such as the Hobart and Coffs Harbour race.

Preparations are well underway for the Australian Audi IRC Championships. There is both on water and off water organisation. The on water organisation includes assembling a National Jury, organising photographers, preparing notice of races, organising starting and mark boats. The Club is looking forward to showcasing its capacity to run such elite championships. The on water organisation is matched with the off water organisation. We expect up to 40 boats to compete in the series which could mean up to 500 people attending the Club during the period. Again the Club is looking forward to showing off its capacity to cater and handle such numbers in our traditionally friendly way. Our hospitality is recognised, respected and appreciated by the visiting sailing community. The hospitality commences on the arrival of the boats with our now famous rum runners and is followed up by the friendly staff and volunteers in the Club. We are looking forward to seeing leading boats from the recent Sydney to Hobart including Karl Kwok's *TP 52* and Matt Allen's



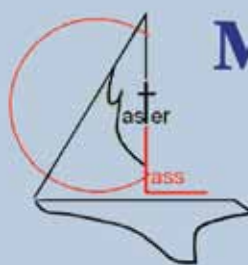
Carkeek 60 *Ichi Ban* in the series. All members should ensure that they attend the Club over Easter and enjoyably participate in this great event.

The Sailing Committee is in the progress of pondering the future of sailing in the Club. We will use the experience of the Audi IRC Championship's to run more and regular events at the club for keelboats. We are inspired by the Laser guys and we are looking at opportunities for other categories of sailing that may fit in with our objectives are promoting sailing in our region. The Club is well resourced and motivated to make a significant contribution to our great sport. The resources of course include our volunteers and without such volunteers as Dianne our Sailing Officer, who is prepared to be up at all hours of the night finishing boats in races and spending copious numbers of unpaid hours in organising sailing generally. There also is Ernie, our Club Captain with his *Wombat* and *George Keegan* crews assisting with the races from the Lasers on Friday to the longer offshore races. Whilst there are too many volunteers to name, our Club would not be where it is, without our volunteers.



Kym Butler, Rear Commodore

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Mata Jean



Wombat



Stockton Ferry



Longtime Dead and PT73



Paloma



Longtime Dead



Social Highlights

Australia Day 2014 at NCYC
Images by Ray Blackburn



NCYC members enjoying the entertainment



Smokin' Horns



Phil Arnall



Kevin Hodges



NCYC members enjoying the entertainment



Craig and Emily



Roy Baker



NCYC members enjoying the day

Australia Day Maritime Festival

By Dianne Fitzgerald

Thirteen yachts were on the Start Line on Saturday 25 January to contest the Australia Day Race, (including the Friendship Cup). The fleet were split into PHS Division 1 Upper Handicap, PHS Division 1 Lower Handicap, PHS Division 2 and the IRC Division. There was a large crowd cheering the combined NCYC and LMYC yachts at the Queens Wharf when the start gun was fired.

There was a moderate to strong breeze from the and a three and a half metre swell. The wind was ideal for the south easterly change and the distance set by the NCYC Race Officers Richard Howard and James Parry was perfect with the race finishing before the offshore conditions deteriorated in the late afternoon.

The Queens Wharf Brewery Australia Day Cup PHS Upper Handicap Division was awarded to NCYC yacht *Long Time Dead* skipper, Matt Fensom.

The Gleeson Civil Australia Day IRC Trophy was awarded to *Schouten Passage* skippered by Rob Howard.

The Coulin Marine Trim Australia Day Shield Lower Handicap Division was awarded to LMYC yacht *Excapade* skippered by Noel Gough.

The Endeavour Marine Australia day Trophy was awarded to NCYC yacht *Nutcracker* skippered by Paul Bertholli.

The Maritime Festival Trophy went to Line Honours *Excapade*.

Congratulations to skippers and crew on a great day of sailing!



The Australia Day Maritime Festival fleet

The Quick and Dirty Boat Building Competition

Sponsored by
Borrelli-Quirk Newcastle Real Estate

“Muster Up! And report to your pirate captain Luke N’Silly on Sunday morn’ at 8.30am sharp”

This was the last unofficial communication sent to the participants of this year’s Maritime Centre Newcastle, Quick and Dirty Boat Competition... and so it flows that, a very funny, hilariously competitive and a great day was had by all that braved the task and build a craft to float, on the sparkling Newcastle harbour.

Not a lot of nautical, navigational or building skills required. But if you have a hankering of an Albatross for having a go, sharing a bit of nautical competition with your mates, promoting your business or corporate team and having a whole lot of family fun for an excellent Maritime Centre Newcastle Charity cause...then,... a’ vast, be here next year to join in the fun as a competitor or to just enjoy the family activities on the day.

Flag this!... All building materials supplied by your sponsor and a loose set of rules, (that are made to be broken) will need to be adhered to...if it stays afloat...you could win!...all survivors get a prize!



The Maritime Centre Newcastle Quick and Dirty Boat is a great day out and you can expect some stiff competition from past entrants, such as Mid Coast Ship Yard, Noakes Ship Yard, Forgacs Ship, Calypso, Air Warfare Destroyers, Bannister Boat Repairers, HMAS Huon and Yarra, and a bunch of other would be ...’THAR’ BE PIRATES!”

Judge's, Bill Quirk (BQNRE) and his guest Francois Dugast (Lagoon 40) were baffled and perplexed that no one tried to bribe them !!!

See you on the water!

All enquiries should be directed to Erica Townsend
Event Manger c/ Maritime Centre Newcastle
Erica.townsend@bigpond.com

Article and Images by Bill Quirk
Borrelli-Quirk Newcastle Real Estate

By Richard Howard

During spring 2014 Captain Malcolm Goodfellow from NPC invited me to accompany him on a Cape class coal ship inbound pilotage from sea to K6.

On arrival at NPC's pilot station I went through the necessities of induction and weighing before being transferred by boat to NPC's helipad at Dyke Point. We took off and headed to sea to pick up Malcolm from an outbound ship before hopping across to an inbound ship steaming through the southern pilot boarding ground.

Albeit not my first ride in a helicopter the smoothness of the flight and the ability the pilots to land their aircraft on the cargo hold of the ship even in bad weather continues to amaze me. We made our way to the bridge, where Malcolm carried out his paper work with the ship's Korean Captain and coffee was offered to us.

A lovely spring day and very flat sea had been arranged for our entry into the Port of Newcastle and we were the second in a procession of two outbound and two inbound ships transiting the port.



The view from the bridge was spectacular with a pod of whales clearly visible to the south as we approached Nobby's. When unladen the bridge of a Cape class ship is similar to being on the 9th floor of a building, a view which is hard to put into perspective until standing on the Bridge.

Malcolm explained the intricacies of the pilotage and the constraints that weather, swell direction, River flow and in-river hydrodynamics have on safely and efficiently piloting ships. The experience gave me an insight into the technical and communication constraints under which pilots operate.

Many thanks to Malcolm for the opportunity to pilot a ship into Newcastle and the Captain and crew of the ship for having me on board.

CRUISERS & RACERS

NEWCASTLE TO PITTWATER

On Sat 29th March 2014 the NCYC racing fleet will be participating in the Newcastle to Pittwater race and staying for the week

This will coincide with the new RMYC Riley – Riviera Pittwater Festival in which NCYC has been invited to participate. Members of the RMYC Cruising Division have also offered to accompany us and show us some of their favourite anchorages and Pittwater highlights and reciprocate the hospitality they enjoyed on a recent visit to NCYC.

Pittwater Festival Activities include:

Saturday 29 March	• Blue Water Navigation Trial
Sunday 30 March	• Pitt Water Paper Chase • R Marine Riley Docking Comp followed by Band & BBQ

RMYC are also planning a welcome sundowner/raft up/dinner on Saturday 29th for those cruising boats (and interested racing boats). To make the most of the time in Pittwater, RMYC are gauging EOI's from members who would be interested in a joint exploration cruise/guide around Broken Bay/Pittwater which is proposed for Sunday, Monday and Tuesday.

For further information and to register your interest, contact Steve Hassell on 0448 277 411 or email the club on sailing@ncyc.net.au



Pittwater Festival 2014

Celebrating Pittwater and all that it offers

Proudly supported by R Marine Riley Year Pittwater Riviera and Baiter Motorsports Partnership

SATURDAY 1st March

- Surf Club Shoot Out

SUNDAY 2nd March

- R Marine Riley 34 years of Riviera parade of boats

SATURDAY 8th March

- R Marine Riley Power Boat handling tuition for Ladies

SUNDAY 9th March

- Stand Up Paddle Races and Expo

SATURDAY 15th March

- SIMRAD - Game Fishing Tournament
- R Marine Riley Power Boat handling tuition for Ladies
- R Marine Riley safety at sea demonstrations

SUNDAY 16th March

- SIMRAD - Game Fishing Tournament
- "Riv Kids" Fishing Competition

SATURDAY 22nd March

- Classic Yacht Regatta

SATURDAY 29th March

- Blue Water Navigation Trial

SUNDAY 30th March

- Pittwater Paper Chase
- R Marine Riley Docking competition



Hosted by  **Royal Motor Yacht Club** 46 Prince Alfred Parade, Newport NSW
02 99975511 | info@royalmotor.com.au | www.royalmotor.com.au | [facebook/RMYC88](https://www.facebook.com/RMYC88)

NCYC Photo Competition

Judged by Peter Field.

Newcastle School Portraits

Category: "Maritime"

All NCYC members are invited to submit an image for the Winter 2014 competition.

Conditions of Entry:

- Photographer must be a current member of NCYC.
- One high resolution entry per person per issue.
- Send electronic format to: info@ncyc.net.au.
- Deadline for entries: Friday 2 May 2014

Winning entry: By Ray Blackburn. Ray will receive a 12x18 inch colour print of his photograph from Newcastle School Portraits.

Highly Commended:

1 - Julia Wilkes 2 - Mike Eggleston 3 - Richard O'Connor

1.



2.



3.



Winner.



The Mission to Seafarers

Article and Images by Rick McCosker

Christmas has quickly come and gone and already we are well into 2014. We at the Mission hope that all members had an enjoyable and safe festive season.

Just prior to Christmas our Chaplains, Fr George and several Volunteers visited every vessel to deliver a gift pack to every seafarer in the Port on that day.

These personal gift packs were donated by many generous people from various churches and groups throughout Newcastle and were received with much joy and enthusiasm by the seafarers. Some photos were taken, capturing the joy of giving and receiving.



Seafarers receiving Christmas gift packs

Both Christmas Day and Boxing Day were relatively quiet at the Mission; a few crews visited our Centre to enjoy the lunch and dinner provided by our Chaplain and Volunteers and, of course, take the opportunity to contact their families back home.

Our Mission work relies heavily on our Volunteers and during 2013 they clocked up many thousands of man and woman hours. All those hours were necessary as the number of visitors carried in our buses increased by 16% over the year, to 12,540, an average of 34 for every day of the year. While at the Mission Centre the seafarers have made good use of our facilities, where we change their US Dollars for shopping, provide free wi-fi and internet, second-hand clothing, refreshments and very importantly the opportunity to just “chill-out” in safety and comfort.



Celebrating Chinese New Year - The Year of the Horse

On Saturday 25th January our Mission Centre was the venue for celebrating Chinese New Year, the Year of the Horse. Members of Chinese communities from Newcastle and Sydney gathered to celebrate with music, dance, song and the sharing of traditional Chinese food. Gladly, we were able to bring in some Chinese seafarers from their vessel to enjoy and join in the celebrations.

Sunday 26th January – what a beautiful afternoon it turned out to be after an overcast morning! A reminder that we live in a great country and it was pleasant being part of the Maritime Festival during the day. As an island continent we depend so much on maritime transport so it is fitting that we celebrate Australia Day as a community on and near our wonderful harbour.

We look forward to another busy year at the Mission and the opportunity to care for the many thousands of seafarers who visit our port and city.

During 2013 the Mission was granted DGR status, meaning that cash donations can attract a tax deduction for the donor.

We wish management, staff and members of NCYC a happy 2014. We are thankful for past support and look forward to working together for the benefit of the seafarers.

Rick McCosker – Stella Maris Chaplain on behalf of Fr Garry Dodd, Fr Michael Davies and our team of Volunteers.



By Scott Morris

The game fishing season has started with a bang !! There have been Blue, Black & Stripe Marlin mixed in together chasing the slimy mackerel on the shelf plus some blacks hanging in close chasing the small Mahi Mahi. There also have been some sightings of short billed Spearfish and Wahoo with some nice 15 – 25 KG Mahi Mahi landed.

Over the last couple of weeks most of the Newcastle Gamefishing boats that have ventured out have been rewarded including – *Rehab*, *Rocket*, *Spaniardo 2*, *Gametime* & *Ningaloo* who incidentally scored a “Grand Slam” last weekend which is tagging 1 of each marlin species in 1 day! Congratulations to Karly Curtis who caught the “Grand Slam” plus 2 other marlin that day!!



NEWCASTLE CRUISING
YACHT CLUB

**WE HAVE A NUMBER OF
PRIVATE LEASED BERTHS ON THE
MARKET AT THE MOMENT**

**PLEASE CONTACT THE MARINA
MANAGER FOR DETAILS**

MOBILE: 0408 299 512

EMAIL: dockmaster@ncyc.net.au

Our membership base is rapidly increasing. Currently we have over 100 members.

We had some boats representing NGFC at the recently run Port Macquarie “Golden Lure” who returned with some great results. David Kemp & crew on *Sequana* placed 2nd overall in capture. John Fitzpatrick and crew on *Waverider* also did very well in the capture section.

The Tournament season is upon us with the success of the Bigfish Tournament recently held.

I will keep you posted with the results!



NEWCASTLE


GAME FISHING CLUB

For further enquiries, please contact:

Scott Morris - 0412 127 400

or Larry Curtis - 0419 692 900

**AUDI
IRC AUSTRALIAN CHAMPIONSHIP
2014**

Versprung durch Technik 

Newcastle Cruising Yacht Club
Thursday 17 April – Sunday 20 April 2014
www.irc.yachting.org.au



I bought "Aktio" in Greece & sailed her home - part 5

Article and images by Steve Girdham
Sawaru to NCYC – home!

During an average sail from Sawaru to Apia, we came across shark fin boats hundreds of miles from land. With each mother ship there were a number of 25 foot long runabouts. Each had laid weighted buoys, 10 to 15 in a line, about 100m down and half a kilometre apart. The sharks were thrown back after their fins were cut off to be taken back to Samoa for processing.

Apia is the capital of Upolu, the most populated of the nine islands in the Samoan group. The authorities here were helpful and efficient. It took only three hours to organise flights for two mates and two days they arrived. After a little touring, we headed directly for Australia in what we anticipated to be a straight three week hop.

This of course was not to be. No storms were predicted, but we were hammered by 35 knot winds and heavy seas. One mate could only keep watch for two hours at a time and the other was bedridden with seasickness! Two and a half days from Samoa the furling rope let go (torn out of the furling drum) as we passed Natiparpu (Tonga). We were left with a full headsail in 35 knots increasing, so our only option was to head for the lee side of the island then hand roll up the headsail. The chart showed the only anchoring point over deep reef. Luckily a local boat came out and led us through the reef into a protected lagoon.

On the next leg we took shelter at Taveuna Island, to fix storm damage, then headed for Savusavu, Vanua Levu (Fiji) to fly a chronically seasick Glenn home. My fridge and alternator had packed it in, so I decided to fly back to Australia with my crew, pick up replacement parts and take a month catching up with family.

Two weeks later weather predictions were good for me to head down the east coast of Viti Levu to Suva. The charts were very accurate, but I took extreme care as there were many reef damaged boats in the area. One yacht which passed us on the way to Savusavu hit a reef four days later and sunk. An Australian we met in Samoa hit a reef with his 62' yacht and sank off the bottom of Suva. Around the same time, two blokes were lost from a yacht near Tonga.

Next step: the treacherous Kadavu Passage. In between the southern shore of Viti Levu and Kadavu Island I had a terrifying experience. Motoring in the 45 knot winds I was hit by four huge waves which were very close together. The first lifted *Aktio* to port exposing the keel. The second hit the keel and dragged her to starboard. The next hit the deck and side, driving the mast underwater.



A good day: Glenn wasn't seasick and totalled 8 hours on the helm

As I wasn't under sail, the bare mast allowed the fourth wave miraculously to right *Aktio*. Thank heavens I had a harness on!

In the turmoil, the battery brackets broke: all power was lost and: under the seat where they were located I could see sparking from the batteries. With the power loss, wind accelerating to over 46 knots, 4 metre sea and no anchorage nearby, my options were limited.

Realizing I would have lost the boat, I abandoned my attempt to head back to Suva. It took about an hour for me to turn back into the wind then I locked the helm, jury rigged the power stopping sparks then motored all night. Thirty hours later I dropped anchor near the Vuda Point Marina where it took four days to effect repairs and rest. The marina is on the west coast between Nadi and Lautoka.

I headed for New Caledonia but encountered five days of perpetual storms with over 40 knot winds and 3-5 metre waves. Weather reports (Australia, England and passing ships) convinced me to detour 120 miles and head straight for Australia. I still had no power to my autopilot so had no sleep for eight days. I was unsure of having enough fuel so radioed Lord Howe Island. I was told it is no longer a customs port and they refused permission to land. They changed their mind when they found I needed emergency fuel. I had to get permission from the Police at Coffs Harbour to stay overnight in the lagoon so I could get the right tide to go alongside the wharf for refuelling and water. From there it was direct to home.

The weather deteriorated so I went below, locked up and drifted. On the last day I was knocked off my feet six times. Luckily I always take the safety precaution of wearing a climbing helmet when in big seas. My brother John organised with Steve Basich (HeliServices, based across the water from NCYC), to meet me at sea. A treasured memento is the Video footage of *Aktio* (getting a beating) taken from the helicopter during her approach to Newcastle. Safely home I celebrated with drinks at NCYC where I was encouraged to share some of the highlights of my adventure.

Sailing 'Fourth Dimension' from Spain to the Canary Islands - Part 2 - Oct 2013

Article and images by Jan Howard

The next leg of our voyage took us to Benalmadena for a short overnight stop. We travelled 50 - 60 miles most days, so this meant departures in the dark and arrivals in late afternoon. It didn't get light until after 8 am as daylight saving was still in place. Days were pleasant, with temperatures in the low to mid 20's – perfect for being on the water - and nights were cool and dewy.



Mary, Helen, Rob and Len on the ferry

Our last hop was to Gibraltar where we stayed in a vast new marina, La Linea, on the Spanish side of the border. Staying in Gibraltar was not practical as political issues between the UK and Spain have caused access issues at the border. We walked across the border and spent some time exploring the old town and visiting The Rock. The volume of shipping activity in the harbour and through the Straits of Gibraltar was amazing.

Whilst in Gibraltar there were destructive storms in the UK and forecasts for the Atlantic crossing to the Canary Islands were not good. We used the opportunity to slip over to Morocco for a few days by ferry. The scary thirty minute 'taxi' ride from the new port to the city of Tangier will never be forgotten – no seat belts, no concern for road rules and taxis (was it really a taxi ?) with no brakes !!.

We stayed at Tangier overnight and then travelled to Fez by local train. Morocco was quite an 'eye opener' for us – such a contrast to Spain. Being a very poor country with a large population, wages are low and people eke out a living from whatever economic activity delivers them some cash. Hence there is much hassling especially by cab drivers, 'tourist' operators and guides and it is easy to get caught up and swept along in scams and arrangements that make one feel somewhat insecure.

Fez was a fascinating place. We had excellent guides, some lovely meals and beautiful accommodation in a 'riad', a former wealthy person's house inside the old walled city, that has been restored into a private guest house.

Our return train trip took seven hours rather than four, as the train broke down ! We were pleased to get back to Spain by fast ferry to Tarifa, and then a thirty minute, clean and safe Spanish taxi ride to our marina!

Still waiting for a suitable weather forecast, we delayed our departure for the Canaries once more, and took a scenic train ride to a beautiful hill town of Ronda for a couple of days. This town has the most famous bull fighting event and arena in all of Spain. The scenery in the area is stunning.

At last, an ideal forecast gave us a four day window for the trip to the Canaries. We studied the weather charts and forecasts well before deciding to leave, as we could get no updates along the way, as we were soon to be out of internet range. We did a weather plan and passage plan and it appeared that we could get to the Canaries during a window that offered us 10 – 30 knot following (NE) breezes.

There are a couple of ports (no substantially developed marinas) in Morocco that we could have gone into, but after our visit to Morocco, we were not keen to do that. The Moroccan port bureaucracy was unfamiliar to us and we had learnt that the river port of Rabat could be closed at the discretion of the harbour master if 'the bar' posed an issue.



Fourth Dimensions at Benalmadena, Spain

Kilimanjaro (am I old enough?) ...not a walk in the park!

Article and images by Bill Quirk

Not even on the bucket list, I'm a bit busy most of the time so I haven't really got one. Just because my world travelling middle daughter stated, "Dad, we must do something together soon before you get too old!...Let's climb some mountains".

I said, "Mt. Sugarloaf?...Mt. Gower (Lord Howe Island)?...Uluru?... Mt. Kosciuszko?"

"No", she said, "Let's start with Mt. Kilimanjaro on my birthday, and then do the seven world peaks."

"Mmmm...", I said, "Let's start with Kilimanjaro before I get to old thinking about it!"

Well, after a further 6 months travelling and training in India, Tibet and Asia, etc, middle daughter injures herself training in China in a karate Dojo and can't make it. So dad goes to Mt Kilimanjaro on his own.

What a fantastic two weeks, from Marangu, four days walking in to base camp to acclimatise, then a midnight vertical climb to base summit, Gilman's Point then onto Stella Point. It's a six and a half hours, straight up climb to sunrise and minus 23 degrees below zero, crystal clear atmosphere above all cloud level, aeroplanes fly below you. Then, one and a half hour scramble around the volcano rim to summit Kilimanjaro's highest point, 5895m. The moon and the sun visible together in the same log (approx 36 degree south latitude), the curve of the earth apparent, gloves frozen to hands, ancient glacier cliffs slowly melting below you, camera battery dead, snow blind in one eye (the expensive yachting glasses not good enough for the snow's glair), totally



NCYC Club Member, Bill Quirk of Borrelli Quirk Newcastle Real Estate,
at the Summit of Mt. Kilimanjaro at 6.20am 22 November 2013

exhausted, lack of oxygen, rib's aching from deep breathing,.....and you can't get a damned drink!

At the summit, fly the NCYC burgee against the sign 'URURU PEAK, worlds highest free standing mountain', get the photo, meet some great new travelling companions.... on daughter's birthday, where is she?

...this is a moment never forgotten.

Descend the same route and time; walk out to base camp, then 26 hours in a plane to home...it's a great adventure. Sleep for two day's, then back to work.

Maybe she's right; I think I might need to find another hill or two.maybe before I get too old!

Or just go sailing!

ON THE BRIDGE with Paul McGrath

Solution: It is imperative that you do not draw trumps next. A talented skipper will realise that doing so could lead to disaster your opponents would win the third round of trumps and then play three rounds of clubs forcing you to ruff in dummy. You will have to take the diamond finesse – which fails and you will be doomed to a watery grave. Indeed you must play on diamonds next. The outstanding diamonds will have to split 3-2 for you to have a chance. That's pretty good odds at about 68%. The best tack is to play the king, then the ace and a third diamond which you intend to ruff (trump) high in hand. Next lead the trump five towards dummy. If your opponents take their ace you will win the lead after they take their two clubs and draw the last trump with dummy's queen and claim ten tricks. If your opponents do not win the ace of trumps play the ten from dummy and revert to playing on diamonds. Your glum opponents will be forced to ruff with the ace and again you claim the spoils of victory - ten tricks!

Full Deal:

NORTH

♠ 8
♥ QT32
♦ AJT965
♣ Q7

WEST

♠ K642
♥ A64
♦ 83
♣ KJ53

EAST

♠ JT97
♥ 87
♦ Q42
♣ AT98

SOUTH

♠ AQ53
♥ KJ95
♦ K7
♣ 642

Rolex Sydney to Hobart

Article and images by Will Howard

The 2013 Rolex Sydney Hobart Yacht Race turned out to be a race of everything – upwind and downwind, calms and a smoking westerly gale. It really was a typical ‘Hobart’.

This year marked my twelfth race and one of the toughest and most interesting races yet. I’ve raced aboard *Midnight Rambler* on and off since 2005. Over the years, there have been a number of different Midnight Ramblers. The most famous is probably the little Hick 35 that Ed Psaltis and the crew sailed to an overall win in the tragic 1998 race. When I joined the crew in 2006 we were sailing aboard a Farr 40 OD which we continued to modify over the years for the rigours of offshore racing and to optimise her IRC handicap.

For the past three years, we have been racing a Ker 40 – a brand new design from Jason Ker in the UK. The Ker 40 is an out-and-out offshore racing machine. She is a very light displacement boat at approximately 4.9 tonnes and with our largest spinnaker measuring approximately 170 square metres she excels in strong downwind reaching and running conditions.

This year’s race started in a 15-25 knot southerly which meant a flying spinnaker start. We were placed on the middle start line with the large fleet of Clipper 70s and had a fantastic run to Sydney Heads and were probably the second or third boat to the seaward mark in our fleet. The first day was dominated by mostly upwind conditions that slowly eased and shifted to the east. By nightfall, the breeze had largely backed off and we found ourselves in light conditions close to the coast off Jervis Bay. The fleet’s tactics had already varied greatly with a number of larger boats making a big step off the coast in search of more breeze.



Just off Sydney Heads

The second day saw the breeze swing to the north and become quite variable. These tricky conditions saw large changes in positions amongst the fleet as we all tried to sail in the best of the breeze we had while also trying to set up for the best of the south flowing current which was running off the south-eastern corner of mainland Australia.

We did well in these conditions and headed into Bass Strait late that evening in a strong position, with good current carrying us south and a building northerly – perfect.

Day three was dominated by fast downwind running conditions perfect for a surfing Ker 40. We progressively changed down through our spinnakers – 0.75oz masthead changed to the 0.9oz masthead at about 14 knots true wind speed. 0.9oz masthead changed down to the fractional storm chute when we were getting 25 knots with frequent gusts to 31 knots. By this stage the boat and crew were in their element with boat speeds sitting around 16-18 knots with regular spurts over 20 knots as we surfed down and through the building seas.

Later that day, the breeze had built to the point the on watch crew were considering a reef in the main when we found ourselves on top of a particularly ‘hairy’ Bass Strait breaker. With nowhere to go but the back of the wave in front, the boat dug its nose in hard and went from well over 20 knots boat speed to probably 13 or 14 in a matter of seconds. With 30+ knots of wind, the load in the spinnaker was too much and we blew it apart across the clew.



East coast of Tasmania – two reefs in the main and getting very cold and windy

The crew quickly retrieved the shredded spinnaker and after setting the jib top (which started to blow out immediately) went about setting a headsail. With the breeze settling between 25-30 knots we found ourselves in a tough position. It was too much breeze for our biggest spinnaker – if we set it we were sure to blow it out – but we were clearly underpowered and struggling in our prime conditions.

Our slower than planned progress had one additional major impact. The fleet was well aware of the approaching frontal system and the gale force winds it would bring. Fortunately, this system was forecast to be mainly westerly or south-westerly meaning there was a good opportunity to get some cover under the lee of Tasmania while also being able to lay close to course the whole way down. Unfortunately, because we had lost so much time with our sail damage, we were facing the prospect of being hit by the front either in Bass Strait or Banks Strait (Banks Strait is the piece of water separating the top of Tasmania from Flinders Island. This piece of water, although much smaller than Bass Strait, is renowned for very steep seas due to the funnelling effect of the land on the seas and currents). The front ended up arriving slightly earlier than anticipated at about 8.30pm on the third day. We were well prepared and quickly changed down to our number 5 headsail with two deep reefs in the main. The breeze came through at approximately 35 knots with possible gusts up around 40. The boat and crew settled into a wet but fast evening sail down the coast. Our plan of being close in to the Tasmanian coast was paying off as we had a relatively calm sea state and could continue to push the boat in the fast reaching conditions.



Approaching Wineglass Bay

The following day saw the breeze continue to hold at 30-40 knots from the west through to the south-west. This allowed us to sail close-hauled or just slightly cracked all the way down the Tasmanian coast. At one stage, as we crossed a stretch of less protected water, Great Oyster Bay south of Wineglass Bay, we changed down to the storm jib.

This led us to arrive at Tasman Island in the late afternoon of December 29th. The whole crew knew this stretch of water from Tasman light across to Cape Raoul and into Storm Bay would be the toughest sailing of the race (our crew has plenty of experience in this race. Between the ten of us there were approximately 120 Sydney-Hobart's combined). We'd already heard that one of our main competitors, Patrice had to retire prior to reaching the island and were also aware that Wedgetail, the Brisbane entry, had lost their rig earlier that day. Storm Bay did not disappoint. Back down to storm jib and double reefed main, we plugged away across the bay in 40+ knots. As you can see in if you following the video link below, the conditions were tough. The yacht in the first 20 seconds of the clip is *Midnight Rambler* as we rounded Tasman Island.

(see: <http://www.youtube.com/watch?v=5cMNTypDYBE>).



6 hours away from a hot shower

We finally made it to the Iron Pot and the mouth of the Derwent River. As is famously documented, the river often "goes to sleep" at night and we had arrived at nearly the worst time possible. In light and fickle conditions we tacked our way up the river to finally finish at approximately 3.30am on December 30.

While not a great result for us this year, arriving in Hobart is an achievement worth celebrating so, as is customary, we headed straight to the pub to congratulate the crews of the winning boats.

The Rolex Sydney Hobart rightly stands among the classic offshore races in the world. It's a unique challenge that anyone can attempt if they're willing to put the time, effort and commitment into the preparation required of both yacht and crew. Its other challenge is the variability – you never quite know what 'mother nature' will throw at you. But that's just part of the attraction.

Stepping back in time for a Seafaring Tradition

Fort Scratchley has reinstated the time honoured seafaring tradition of firing a gun at one o'clock to coincide with the ball drop. The time ball and gun firing at precisely 1pm was used in ports around the world in the 19th century to allow sea captains to adjust their navigation instruments.

Newcastle is one of the very few ports around the world that have the capability of firing a gun in tandem with the drop of a time ball.

We are in a unique position here in Newcastle to be able to recreate this historic tradition. Few people have probably noticed that the time ball still falls daily above the Customs House and Fort Scratchley Historic Society has refurbished a replica field gun that serves as the 1pm gun.

Historic events such as these are very popular and one of the most well known examples of this is the one o'clock gun at Edinburgh Castle in Scotland.



Image by: Darren Pateman Newcastle Herald - 2/10/2013

Newcastle Port Corporation has enabled the one o'clock time tradition to be introduced on weekends and the first Monday of the month for the next 12 months.

The event is best viewed from the parade ground at Fort Scratchley with Customs House in the background.

For further information contact:



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**MINUTES
FROM THE
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By Howard Keegan

Activity on the marina this summer has been constant since early December. First off we had a shipment of 8 boats from the USA. Besides the usual game boats the mix included a Sunseeker 100' motorboat, a Cheoy Lee 90 motorboat, a lovely J 65 yacht and a 40' luxury RIB which is used as a tender boat to the Superyachts in Sydney. A bit of shuffling was needed to fit the big boats in but all turned out fine. The view from the club was improved when the Sunseeker 100' manoeuvred into the fuel berth. A much better view than the Forgacs waterfront.



Superyacht "MY WAY" at the fuel berth...
just a tad too long for the berth!

The Xmas /New Year period as well as the Australia Day weekend were all very busy as a large number of visiting boats from various ports north & south of us came to enjoy our hospitality. Newcastle has now become a popular stopover for holidaymakers cruising the coastline. The image of Newcastle being an Industrial town has gone and we can now enjoy the benefits of being a popular holiday destination. Once the walkway is opened between the restaurant precinct and our club area I am sure we will see even more activity along the foreshore.

A few major projects on the club facility have been completed or almost finished. The new pole ends on the ocean side of A finger are now complete, the new flagpoles have been installed around the site plus the new dinghy launching pontoons and gangway on A finger are making for much better access to the water for our rapidly growing laser fleet.

Preparation is well underway for us to host the Audi IRC Australian championships at Easter. I have emailed all berth occupants asking if we could do a shuffle of boats from D , E and F fingers to other berths on the marina so as to accommodate the visiting yachts close to the amenities and licensed club during the event. Thank you to the owners who have offered to relocate their boats for us. Also, if you own a private berth which is currently vacant and you are prepared to let us use it over Easter for the regatta could you please let me know.

It is very important that we continue to keep our marina clean, tidy and safe at all times so I will remind all once again that no items are to be left on the dock. This includes bike, dinghies, kayaks, hoses, storage boxes or any boat parts . If you are not using them they should be removed from the dock or kept aboard your boat. It is also important that your mooring lines and fenders are all in good condition and securely tied as they are necessary to protect your boat.

Please also ensure you provide your current certificate of insurance to the Marina Office, if you have a boat berthed on the Marina.

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NEWCASTLE • SYDNEY • MELBOURNE • BRISBANE • ADELAIDE • PERTH • HOBART

News from Newcastle Port Corporation

By Sarah Kiely

Tug boats are a familiar sight around the Port of Newcastle. Though small and compact when compared to the larger vessels entering the port, the tugs are very powerful and can produce up to 7,300 horsepower to give bollard pulls ranging from 48 tonnes to 70 tonnes.

Putting their power to good use, tugs play an important task in assisting the passage of ships to and from berths. The Port of Newcastle handles more than 4,600 ship movements per year and each ship movement has a carefully coordinated tug sequence to support its safe passage through the harbour.

Cape-class vessels are the largest bulk carriers handled by the Port of Newcastle. At 300 metres in length, cape class vessels require four tugs to assist whilst in the port.



Svitzer Tugs hard at work

To support the safe berthing of the vessel, the 'headline' and 'sternline' tug will hold the vessel off the berth as the 'shoulder' and 'quarter' tugs nudge it in. Timing is crucial for the tugs and every minute counts to ensure the safe, and efficient departure of cape class vessels on the high tide.

Smaller vessels, such as the Panamax or Handy size, require three and two tugs respectively. The positioning of tugs for smaller vessels depends on the requirements of the pilot.

The Port of Newcastle has two tug operators. SVITZER has been operating in the port since 2007 and PB Towage commenced from the Western Basin 1 Berth in Carrington in July 2013.



PB Towage Tugs guiding a ship

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Safety Information

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COMMERCIAL SHIPPING
AT THE PORT OF NEWCASTLE



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Where in the world is our burgee?

A competition for members only.

To Enter: Four simple steps.

1. Collect an entry form from the bar.
2. Select the correct answer from the four options:
 - a. Mt Kosciusko
 - b. Mt Cook
 - c. Mt Kilimanjaro
 - d. Mt Everest
3. Fill in your membership and contact numbers.
4. Put the form in the box provided.

Closing Date: Friday 25 April 2014.

To submit a photo of our burgee flying:
info@ncyc.net.au - subject "burgee competition".



"Where in the world WAS our burgee?"

Gibraltar, Spain

Photograph by Jan Howard

Summer 2013 Winner:
Carolyn Beckwith

The Prize:

\$100 Dinner voucher for two at the "Galley".

The Task:

Select the correct locations from the options.

The Winner:

The first correct entry drawn from the barrel.



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Coming Events...

MARCH 2014

- Saturday 1 March - Redhead to Pittwater Race
- Sunday 2 March - Pittwater to Swansea
- Saturday 29 March - Newcastle to Pittwater

APRIL 2014

- Thursday 17 April to Sunday 20 April
Audi IRC Australian Championship 2014

MAY 2014

- Sunday 11 May - Mother's Day Breakfast
- Thursday 29 May - "The Skirts" Trivia Night with proceeds to Marine Rescue

JUNE 2014

- Sundays in June - Winter Shore Open Pointscore
- Monday 9 June - Queen's Birthday

EVERY WEEK

- Monday and Tuesday night Galley specials 6pm-8pm. See page 9 for menu
- Thursday night Members Draw [LTPS/13/08138]
Up to 4 draws/night: 6.15pm, 6.30pm, 6.45pm & 7pm
Cash prize starts at \$200 and jackpots if not won
- Friday Night Raffles - Tickets sale 6pm. Draw 7pm
- Sunday Breakfast - between 8am-10.30am

Security Phone Numbers

Emergency

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

Club Directory

- **General Inquiries** (9am - 5pm)
(02) 4940 8188 – info@ncyc.net.au
- **Licensed Club**
(02) 4940 8188 – info@ncyc.net.au
- **Marina Manager** (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 - 5pm 5 days)
(02) 4940 8188 – admin@ncyc.net.au
- **Functions** (9am - 5pm)
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