

thirty two° fifty five

newcastle cruising
yacht club journal

Pittwater to Coffs Harbour Yacht Race 17

Rolex Sydney To Hobart Yacht Race 24

Newcastle Game Fishing Club 31

autumn 2018





NEWCASTLE CRUISING YACHT CLUB

Corporate Sailing

Team Building - Conferencing - Christmas Parties
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www.ncyc.net.au/sailing-academy

Please be aware that as sailing is an outdoor adventure activity we are governed by the wind and weather. We will do our best to ensure your sailing activities go ahead as planned however please understand that on occasion we may need to cancel, modify or offer alternate activities. Safety of your guests is our primary concern.

Unwind | Share | Laugh | Enjoy



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NEWCASTLE CRUISING
YACHT CLUB

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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Editor: Di Hansen

Cover Photo: "Anger Management"
 Pittwater to Coffs Harbour Race 2018
 Photo by Wendy Crofts

Commodore's Message



Welcome to all our readers of the Newcastle Cruising Yacht Club Journal Autumn 2018! I hope you find these publications interesting and informative.

I hope you all enjoyed the festive season and had a great start to 2018. The club has been vibrant over the last few months with strong summer

trade, and our management and staff have worked very hard to provide us with great service in the clubhouse, at the marina, and for our summer holiday sailing courses. I would like to pass on our thanks for the great job they have done over the Christmas / New Year period.

Jan Howard has filled a casual vacancy on the Board, as a result of Jim Holley's retirement in January. Jan has many years of sailing and contribution to the club, and together with Mary Holley she has successfully promoted and developed women's sailing through their "She Sails" initiative. We are very pleased that Jan has agreed to join the Board and I'm sure she will be an active and valued contributor.

I would like to pay tribute to Jim Holley's contribution as Commodore over the past 3 years. Jim came into the role after a significant turnover on the Board and with a new CEO. Jim led the Board through a difficult transition with a new management team and he has retired from the Board with the club in a very strong position for us to build on.

I would like to congratulate our Newcastle entrants in the Sydney to Hobart race this year (both NCYC and LMYC) for their successful campaigns. We were

represented by "Freyja", "She's the Culprit" (2nd on PHS Div 2) and "Dare Devil". Congratulations also to the winners of the inaugural Newport to Coffs race, where "Shakti" was 1st on PHS, and "Anger Management" won both the ORCi and IRC Divisions.

There are lots of exciting sailing opportunities at NCYC during 2018 – so if you don't sail and you want to learn, the Sailing Academy has accredited courses to get you started – if you can sail and want to crew, we can help you to find a boat to sail on – and if you have a boat and want to start racing, we are happy to provide you the support you need to join our fleet. If you want to go cruising – we have an active Cruising Division who are very welcoming!

For our members and guests who like to enjoy the club facilities, we hope you enjoy the new look of the club as we continue with refurbishments and upgrades during 2018 (and I will apologise in advance for any disruption to normal service during building works). Our Management Team and our Social Committee have plans for more fun, social evenings and events – and we hope to see you there!

Wishing you a very happy 2018, and safe sailing!



Steve Rae, Commodore

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Rear Commodore's Report



I hope you all had a relaxing Christmas and New Year. There is a lot to be proud about with our club right now and it seems we are going from strength to strength in many areas.

There is, however, an issue that the Sailing Committee, CEO and Board has to deal with too often though

and it leads my article for a reason – I'm concerned we (sailors) are not getting the message. If we continue to not get the message, we will have our privilege of racing as a club revoked. It's that simple. If you Skipper a vessel in Newcastle Harbour and it approaches, you must give way to ALL commercial shipping; no ifs; no buts. If you are Skippering a yacht you MUST have your engine running, no ifs, no buts. If you don't have an engine you don't race; no ifs; no buts. If you are the Skipper of a F24, Laser or an Optimist, you stay out of the shipping channel, or ENSURE you are CLEAR of the CHANNEL by the minimum distances; no ifs; no buts. Note, this does not mean cross the bow at that distance. If you have no means of propulsion, you must take all of the above into account AND if you are a dinghy, you must always think "What if I capsize in the channel?" Remember this includes the approaches to the Harbour and if you don't know where they are, you better find out, no ifs, no buts! <http://www.ncyc.net.au/sailing/sailing-forms/on-water-safety/> I hope that makes the Sailing Committee's position as clear as Truk (Chuuk) Lagoon?

Over the Summer break we had participants in all three big races – Hobart, Coffs & Southport. With Hobart it's congratulations to Cyril & Tack on "She's the Culprit" (2nd PHS overall & D2), Sibby Ilzhofer on Dare Devil (14th IRC D2 and 8th ORCi D2), and Dick Lees'

"Freyja" (2nd Cruising Div.) We were also represented by Phil and his team on "Anger Management" with superb results (1st IRC, 1st ORCi, 2nd PHS). Michael Martin flew the NCYC Flag in the Pittwater to Paradise (Southport) finishing 5th in both IRC D1 & ORCi D1. Thank you to all the skippers, navigators and crew for a great effort.

The Sailing Academy continues to be very busy with Discover Sailing, Women's Sailing, Corporate Twilights, "Young Guns" Twilights as well as our traditional Start Crewing, Start Helming, Skippering and Spinnaker courses. All the courses above offer a variety of entry levels, are sailed on flat water in the Harbour and use a building block approach. If you want to join us, there is a place for you to start irrespective of your experience. It might even be that you coming back to something you loved in your youth and ran out of time as kids or work got in the way. Come and see or call Jack Buchan or Jacquie Ellis in the Sailing Office if you want to start or have any questions. <http://www.ncyc.net.au/sailing-academy/>

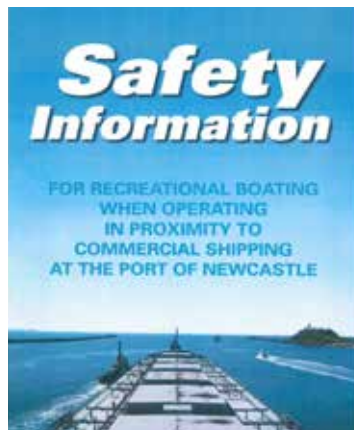
With our club racing the yachts & lasers have just started sailing the Summer Series but the Lasers finished the Spring Series in mid-December after my last missive. Michael Babbage finished on top in OTB with Jeff Robinson and Graham Baxendale taking 2nd & 3rd respectively. In Performance Jeff took the honours followed by Phil Ashley-Brown and Tony Van Der Stelt. The Class result was almost the same as Off the Beach the difference being Graham and Jeff swapping positions. Looks like the Summer Series will be a hard fought affair!

Thank you to all for your contributions to our club and stay safe out there!



Barry Kelly, Rear Commodore

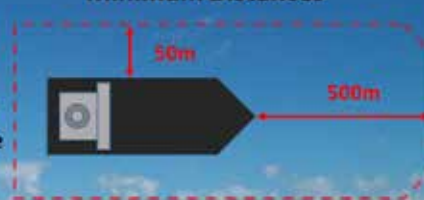
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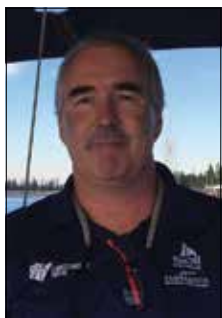
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Crews are reminded that Newcastle Harbour and approaches are a restricted navigation zone. Recreational yachts need remain clear of commercial shipping. Sailing Instruction 15.2 provides the ability for race yachts to use their engines to move away from commercial shipping without incurring a penalty.

Minimum Distances



Chief Executive Officer's Report



It's been a great summer at the Club.

Sailing numbers have increased Offshore on both Wednesdays and Sundays. Inshore the lasers remain active on a Friday night and the intra-club racing continues on Thursday in the Force 24's.

The volunteer Race management team have done a great job conducting races up to four times a week. Congratulation to Ian Humphries who was invited to be on an International Jury in Miami this year – enhancing both his and the clubs reputation. Congratulations and thanks to all the skippers and crews that represented the club in the Offshore racing calendar in January. The club hosted the Farr 40 regatta in December. All departments work well together to deliver a seamless product and earning high praise from all who attended. We are definitely establishing a reputation as a great location for the complete Regatta experience. The Gamefishing division held a Sportsman's lunch and are all organised for their annual tournament in March. The Cruising Division had some great trips over the festive season and a planning a busy calendar for 2018. The Social Committee organised a sell-out Seafood and Semillon dinner raising funds to support the Youth Academy. They have a wine and cheese night planned for April and a Steak and Shiraz night to coincide with the Winter Solstice in June.

Sailing Academy's Learn to Sail programs have been increased to include an evening course for women and a Friday after work course for "corporates" and both have been well attended. The school programs have also

grown. The Academy is busy planning the Hunter Youth Keelboat program for Autumn which is hoped to be a gateway program for the next generation of sailors.

The Club Bar has seen a significant increase in trade, supported by an increase in function bookings and an established reputation as a great Sunday afternoon venue. The club also hosted a great Boxing Day lunch, a sell-out Melbourne Cup function and a sell-out New Year's Eve function. The soft refurbishment of the club and beer garden has received very positive feedback.

The Marina occupancy has continued to grow, fast approaching capacity. This is keeping the marina team particularly busy around special events. The commercial tenancy is now fully occupied.

I am sorry to advise that Leanne Wagner will be leaving the accounts team after 7 great years of service, but we are lucky to be welcoming Julie Thomas to the team who brings a wealth of experience and knowledge with her. Please wish Leanne thanks and Julie a welcome if you meet them around the club.

We are looking to finish the summer off with some great race days supported by fun social events.

Paul O'Rourke, CEO

Newcastle Cruising Yacht Club

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Located on picturesque Newcastle Harbour, Newcastle Cruising Yacht Club boasts uninterrupted water views and an interesting harbour side setting, totalling a unique wedding experience.

Looking for that 'grand entrance?' Our marina frontage enables you to arrive on the water, right in front of your awaiting guests! As part of your unique experience we will also provide you access to the marina for those memorable photos together as Bride and Groom, along with your bridal party.

Our team of highly experienced and professional staff will ensure that all aspects of your wedding day are everything you have ever dreamed of.

Our wedding packages are complete with fresh, locally sourced, food products, along with a range of Australian and imported wines and beers.

Contact our Manager, Candice to discuss a suitable wedding package for you and your guests.

© Barefoot & Bearded



Newcastle Cruising Yacht Club 95 Hannell St, Wickham NSW 2283

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Marina & Assets Manager's Report

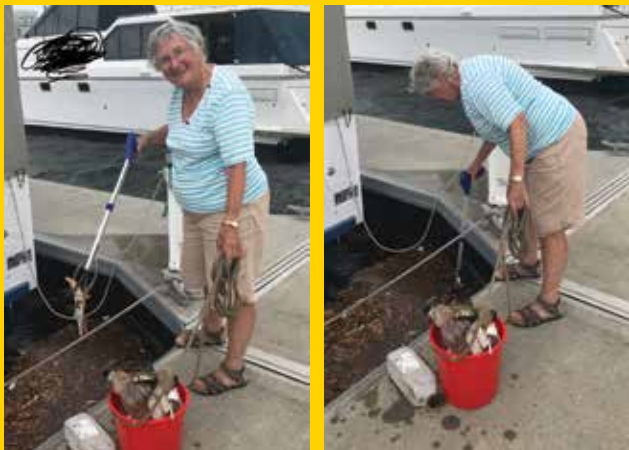


We have experienced maximum capacity of commercial tenants in both the Club house (Level 1) and Commercial Centre. There's been a combination of exiting, extension of existing area and new incoming tenants.

The dockmaster team have undertaken further specialty projects such as the entrance to the Club beer garden area, interior painting touch-ups, pressure cleaning, marina maintenance and structural checks. They are currently planning to undertake tasks that would be more conducive to the Winter months such as water blasting, painting, landscaping and general site beautification.

MEET THELMA

This is Thelma who lives on her boat "Tui of Opua" with her husband, she takes pride in keep her backyard, our Marina clean and tidy to her best ability. It is her pleasure to do this for her own satisfaction as well as a workshop/exercise regime.



NCYC Audit Day Held 30 June 2018

To Comply with 2017-2020
Sailing Regulation Requirements

Contact the Sailing Office & Book Now
Phone: 02 4940 8188
Email: sailing@ncyc.net.au

The Marina continues to be busy and very occupied most of the time. We expect maximum capacities to be achieved over weekends in March. Newcastle Game Fishing Club host the annual tournament, attracting visiting participants from many NSW Clubs and Ports. This event will also positively impact on the fuel purchases. Easter weekend NCYC host a Motor Yacht Club rendezvous with all possible berths occupied and waitlist.

Newcastle is a preferred clearance port for vessels being delivered from Europe, Asia and the South Pacific. During Summer there was an influx of vessels being imported and annual cruise permit issued. One particular offload saw 6 vessels > 65' which of course placed demand on fuel supply as they arrive into Australian waters without fuel onboard.

The fuel system has undergone annual pressure and integrity testing with passes issued. The fuel specialists maintain the system ensuring expectations of hi flow and excellent quality fuel and compliance are delivered. The fuel turnover continues to grow and buying power and pricing reviewed routinely in accordance with demand.

Sandy Hapgood, Marina & Assets Manager



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Image: Stephen Oulton
First Site Imaging P/L

History of the NCYC Social Committee Tenacity Award

Images by Gloria Thirkell

The first of this series of articles appeared in the Spring issue of "thirty two fifty five" outlining the history of the Tenacity Award. In the Summer 2017 edition we remembered the first awardee, "Sienna", skippered by Colin Jordan.

The Tenacity of "Warrain" skippered by Robin Hillery and crewed by Ernie Thirkell was acknowledged following the "RMYC Toronto 30 Miler" on 14 November 2004.

Social as well as sailing participation was encouraged and organised by our Social Committee. Subsequently a large contingent of NCYC members travelled to Toronto in party mode to support the members of our fleet entered the event. It was a hugely successful day enjoyed by all.

Presenting the Tenacity Award to Robin Hillery was a popular choice accompanied by much laughter and a spirit of camaraderie, following a difficult day of sailing.



"Warrain" departing Newcastle Harbour

- The 30 mile event took place in 50 knot winds.
- Conditions were so bad that 15 of the 57 entries retired at various stages of the race.
- Torn and jammed sails, were only some of the mishaps.
- Even the cockpits of 52 foot "champagne and chicken" boats were sloshing in water.
- The rest of the fleet was in, it was past the official finish time, but Robin was determined to finish the course.
- As the presentation was finishing someone spotted "Warrain" crossing the line. People flocked to and packed the balcony.
- The balcony crowd loudly cheered "Warrain" across the line. An impromptu standing ovation for the tenacity of the little H28 ketch "Warrain", complete with tiller steering and ".... "hard" non-geared winches.



Robin Hillery photo taken following the award in 2004.

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foredeck café
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Thursday Night Members Draw

Permit LTPS/18/21669

Up to 4 draws per night:

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

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



ENTERTAINMENT

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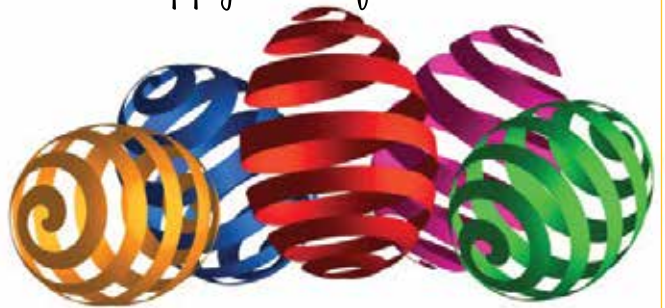
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Newcastle Cruising Yacht Club
on Facebook!



NCYC Wishes everyone a
Happy & Safe Easter!!



Easter Sunday 1st April
Entertainment from 2:30pm



happy biRthday

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Birthday letter to receive your free gifts



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Community Support

Our Friday night raffles, initiated in 2004 at what members affectionately called the “Royal Albion Yacht Club”, are an ongoing initiative to raise money for community support. Ticket sales begin around 6pm on Friday evenings in our licensed premises.

The raffles continue to be run by long time NCYC member Robin Hillery assisted by Social Committee member Kris Rickard. Funds raised are allocated to the Westpac Rescue

Helicopter Appeal, Mission to Seafarers, Port Hunter Sailing Skiff Club Juniors, and our own Junior Sailing. NCYC recognises and appreciates the enduring support of sponsors, members and their guests.

This year Rear Commodore on behalf of NCYC, once again presented the cheque for PHSSC Juniors. The presentation was followed by the running of the NCYC Cup race.



Ernie Thirkell with Barry Kelly as he speaks about the interaction of both clubs ensuring future growth of Junior Sailing in Newcastle.

Image: Gloria Thirkell.



PHSSC Juniors President thanking NCYC Barry Kelly for the NCYC cheque in support of their Juniors, the Flying Ant Division.

Image: Gloria Thirkell.



**NCYC IS NOW ACCREDITED AS
A DISCOVER SAILING CENTRE**

NCYC Cup

An NCYC Social Committee Initiative

Traditionally members of NCYC have attended the annual NCYC Cup race. These have over the years included representatives of Sailing Committee, Social Committee and Life Members. Ernie and Gloria Thirkell have been at PHSSC on each of these race days, at times having honour of presenting the Trophy and cheques on behalf of the Club. Initially Gloria in the capacity of Sailing Secretary/Social Secretary and later Ernie as Club Captain/Sailing Committee.



PHSSC competitors for the NCYC Cup Trophy 2018, with Barry Kelly and Ernie Thirkell.

Image: Gloria Thirkell.

Representing their Juniors (the Flying Ant Division), Rebecca a PHSSC Member emailed the following photos with: “Thanks for coming over and the continued support of our club”.



Left: Mel and Jules who won the NCYC trophy.



Below: The NCYC Cup fleet. It was pretty close between first and second!

New water themed personalised trailer plates

As a member of the Newcastle Cruising Yacht Club it is clear that you live and breathe being on the water. Regardless of the size of your boat, there is no better feeling than sailing around our beautiful Australian waters. With this in mind, myPlates has released several new trailer plates designed with your passion in mind. Tow your boat to your favourite dock, fishing spot or beach with pride with these new plates from myPlates Wanderlust and Australiana ranges:

These personalised are the perfect new accessory to share your passion for sailing and boating with the world! Whether you are towing to and from our club or off to a new destination for a new sailing adventure, you'll be the envy of boat owners everywhere.

Ordering is easy and you can restyle your existing trailer plate into one of the new Wanderlust and Australiana plates for \$170. Or add some further personalisation and choose your own letter and number combination starting from \$105 a year.

Visit www.myplates.com.au to order one of these beautiful water themed plates or choose from a variety of additional travel and adventure themed trailer plates.



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Social Highlights

NCYC Margarita Master Competition

Everyone's a Winner!

Hannah won the "Classic" category and Frog won the creative version with the Blue Scorpion Margarita.



Win one of five double passes to see **THE MERCY**



Based on the incredible true story that captivated the world, Academy Award® winners Colin Firth and Rachel Weisz take us on the extraordinary journey of amateur sailor Donald Crowhurst and his dangerous solo voyage as he attempts to win the first round-the-world yacht race. From Academy Award® winning director James Marsh, *The Mercy* sails into in cinemas March 8.

To WIN, answer the following question

What was the name of Donald Crowhurst's yacht?

This competition is open to NCYC members only. Entry forms are located at the bar and competition ends 5/4/18.

HAPPY St. Patrick's DAY



Tony
Mowbray
MC &
Presenter



Saturday 17th March at 7pm
\$55 pp - 2 Course Menu

Games, Auctions & Raffle Prizes

Bring along your best limerick!!!!

Plus Entertainment to *Get Your Jig On!*

The *SheSAILS@NCYC*
Vision

To inspire women of all
ages to step outside of
their comfort zone, learn to
sail and experience the
physical, psychological,
social and health benefits
of the sport.



This is a SheSAILS@NCYC event that will assist
with funding their 2018 calendar
of exciting events

Including their participation in the
Cork Race Week in Ireland
in July this year



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<https://www.stickytickets.com.au/65367>



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Club Sailing

The season started strong with the Asahi Super Dry NSW Country Championships. The event takes the place of the previous Inner Spring Regatta. With strong support following a well-resourced regatta last year, we can hope to attract 30 boats to the pre-season event in August 2018.

In a sprawling long line of boats lined up along the Newcastle Harbourside, the return of the Founder's Day Celebration and Sail Past made headlines as we proudly opened the 2017-2018 sailing season. We kicked off the season with an 80% increase on the previous year in a meritable increase in competitors in both Twilight and Short Ocean Pointscore Racing. This is certainly an area which we intend to cultivate in the coming season.

The Laser fleet is still sailing strong with up to 20 boats racing on Friday evenings. Whatever the weather, the Laser Team are always up for a sail even on those cold and rainy nights. The Laser Burger must be worth something special to these sailors. Come down and join us after racing on a Friday night for the Raffles and then try out the Laser Burger as it changes from week to week..!

The end of our Summer season is set to be a great one with the Sailor's BBQ scheduled to follow racing on the last day of the Summer Short Ocean Pointscore Sunday 25th March. Sailor or not, the Club will be the place to be with Live Music, BBQ and Drink Specials.

The next major event in our calendar is the Newcastle to Port Stephens Race – a race traditionally attracting a fleet outnumbering any other NCYC event. Last year we had a strong breeze accompanied by big seas making for a fast (if a little uncomfortable for some). Perhaps this year we could ask the Bureau of Meteorology to forecast some smoother seas for us..???



Ship Name	Arrival Date	Arrival	Departure	LOA	PAX
Queen Elizabeth	Thursday 1 March 2018	08:00	18:00	294	2,547
Celebrity Solstice	Saturday 31 March 2018	08:00	17:00	317	2,850
Radiance of the Seas	Thursday 5 April 2018	08:00	17:00	293	2,501

<http://www.portofnewcastle.com.au/Our-expertise/Cruise/Cruise-Schedule.aspx>

Laser Sailing

When Tony Van Der Stelt started racing Lasers for the first time this season he thought he'd be floating on the water and not in it! Tony and fellow Laser rookie Mark Alderton are brand new members of the fleet and have had their fair share of swims and spills as they've learned to sail Lasers in gusty harbour conditions. If the 2016 season was uncharacteristically windless, the 2017 / 18 twilight season has made up for it with strong winds most evenings making life for a new Laser sailor challenging to say the least. But they're both smiling and have improved out of sight. At the time of writing, Tony is leading the PHS point-score by 20 points and he's hoping his consistent approach will keep him at the top of the ladder.



Mark came to sailing at the 2016 Discover Sailing Day with no previous experience. He's a fantastic example of how Discover Sailing not only gives people a taste of sailing but then leads to them taking it on and learning new skills. Learning to sail at NCYC comes with a bunch of new supportive friends who'll give as much advice as you need. Tony on the other hand has been sailing on yachts for a few years and transitioned to Lasers this year when he bought former club champion boat Flip, which is re-named Sjani.

Meanwhile another new member of the fleet Eric Besuijen has kept our front runners on their toes and has been consistently finishing in the top three or four

Mark Your Diaries

To celebrate our last race
of the Summer Series

Friday 23rd March

TWO FREE BEERS

with every Laser Burger you buy!

...

**It has been a fantastic season
and we'd love to go out
in style with a big fleet!**



places. Proving that NCYC is a family friendly club, Eric's kids have been on the start boat a few times and have even been with him on one of the races.

There are 25 boats participating in the summer twilight series and it's great to see new sailors joining the fleet. Michael Babbage took out the spring series in Ruthless followed by Jeff Robinson in Friday and Graham Baxendale in Here Comes the Boom. In PHS Jeff Robinson won the series followed by Phil Ashley-Brown in Slippery and Tony Van Der Stelt in Sjani in third place. At the time of writing Paul Beath is leading the summer point score.

If you're interested in racing Lasers then please get in contact with the club. The summer twilight season wraps up at the end of daylight saving and the winter series starts the 12th of May. We'd love to see as many boats out there across winter. To celebrate the start of the season we'll be holding a Laser Winter BBQ after the first race.



WANTED Boat Profiles

Email an image & a specification profile
of your boat to be featured in upcoming
editions of this magazine.

Email: info@ncyc.net.au

Subject: Boat Profile



Yachting Directions

Navigational Courses Ashore/Online



Newcastle Cruising Yacht Club is now the venue of the **RYA Sail Training Scheme**. Under the brand of **Yachting Directions**, club members & non-members, can enjoy navigation training for Day Skipper through to Offshore Yachtmaster certification.



The **RYA Sail Training Scheme** offers both theory (shorebased) & practical components. Shore based classes are available immediately. Practical courses will commence January 2018 on catamarans & monohulls.

Course	Assumed knowledge	Course content	Ability after the course	Minimum duration
Essential Navigation & Seamanship	None	Charts and publications, safety, buoyage, tides, navigation, pilotage, rules of the road, anchoring, weather, passage planning	Basic knowledge of navigation and safety	16 hrs
Day Skipper	Some practical experience is desirable	Coastal navigation, pilotage, chartwork, electronic charts, position fixing, plotting a course to steer, weather forecasting and meteorology, collision regulations, tides, maintenance and repair work, seamanship	Background knowledge to skipper a small yacht in familiar waters by day	40 hours plus exam
Coastal Skipper/Yachtmaster Offshore™	Knowledge to Day Skipper shore-based standard	Position fixing, course shaping and plotting, tidal knowledge, use of almanacs, and admiralty publications, electronic position finding equipment, taking and interpreting forecasts, plotting weather systems, weather predictions using a barometer	Background knowledge to skipper a yacht on coastal passages by day and night	40 hours plus exam

0427 333 353

yachtingdirections.com.au

Anger Management wins Coffs Race

Article by Rob Howard

After numerous attempts, Phil Arnall's Anger Management, had decisive wins on both IRC and ORCI handicaps in the recent 226 nautical mile Pittwater to Coffs Harbour Yacht Race. Newcastle yachts dominated the race, with Doug Coulter's Shakti just pipping Phil by 3 minutes to win on PHS handicap.

Unlike the Sydney to Hobart race which was mostly fast downhill sailing, the Coffs Race which started on 27th December, was all uphill in north west to north easterly breezes ranging from 5 – 25 knots. The race was a forward hand's 'dream' with not a single sail change and with Anger under a medium jib and full main for the entire 41 hour race.

Phil attributed the excellent results to the uphill conditions, boat preparation, determined crew and smart tactics. After a good start, Anger sailed the rhumbline to Seal Rocks and from Forster to Coffs hugged the coast to keep out of the worst of the strong 2-3 knot south flowing East Coast current. We gave the depth sounder a real workout along the north coast beaches and headlands of Smokey Cape and Tacking Point. Keeping on the coast required constant short tacks with the 'off watch' having to change bunks every 10-15 minutes to maximize weight to windward and sleep was virtually impossible.



All yachts in the race were fitted with electronic trackers which enable race organisers, shore crew and each competitor, to monitor boats' positions, courses and speed. We constantly used the tracker to assess our performance against the fleet and tweak our race tactics. It quickly became apparent to us that the larger boats that went further offshore chasing stronger winds, were suffering from adverse current, and hence our inshore strategy paid big dividends over the 2nd half of the race.

Anger crossed the finishing line at Coffs at 6.30am on 29th December and after considerable debate, another wise call was made. It was decided to forego the usual 'relaxing' 24 hours in Coffs and head back to Newcastle that afternoon to take advantage of a 25knot nor'easter and avoid most of a forecast southerly change. We had a fast trip home and did not hit the change until almost abeam of Port Stephens.

The Coffs win was a fitting reward for Phil and his son Richard's dedication to offshore racing and was NCYC's first IRC win in a major blue water race.



Sailing Academy Report

By Jacqui Ellis

What a season it's been! Between the Sailing Academy and Club Racing and Regatta activities, the Club has been hosting a profusion of sailors ranging through all levels of experience. We are working away at infecting the rest of the Hunter with this bug that we call sailing.

It's been a rewarding year with growth in all areas up from last year! We've asked a lot from members and volunteers, from instructors and staff, and from the entity controlling the weather – so far, so good! We have all worked together to provide the Sailing Calendar and we can be proud to celebrate the end of yet another Summer of Sailing here at Newcastle Cruising Yacht Club.

THE SAILING ACADEMY

This year we have found ourselves providing more opportunities to start sailing than ever! Our Force 24 fleet is getting a workout with Adult Learn to Sail courses running three days a week constantly over the summer period. We have expanded on opportunities for women to start sailing through offering an “after work” option on a Wednesday. We have introduced our Friday Harbour Sailing course, which has proven its popularity while Daylight Savings is still on our side, allowing an end of working week wind down on the Harbour.

The Tackers Optis are showing their strength as we now approach the end the second year of our ‘Tackers’ Kids Learn to Sail program. The word is getting out about the success of the Tackers program and so far this season we have seen a flourishing 150% increase in enrolments on the previous season – and we're not finished yet! With just a few months to go before Winter arrives we are now reaching out to school sporting programs before gearing up to launch Tackers Green Fleet – an introductory step to kids racing – with the beginning of next season. Our Tackers Optis are regularly on the

water four days a week now as well as when we host Introductory Sailing Days for local Scouts & Cubs groups.

Our second annual She Sails @ NCYC Development Regatta will be held in just a few weeks on the 17th March. This event aims to introduce our new sailors, who have come through our sailing academy courses, to the format of racing “around the buoys”. The event is strongly focused on fun, learning and laughing rather than winning! Last years event was a great success and we are looking forward to another great event.

YOUTH DEVELOPMENT PROGRAM

We are finalising details around this years' Youth Development Program – where we invite young sailors to train on our fleet of Force 24s under the guidance of our coaches. Training will begin early May. The squad competes in the Interclub Regatta with our Sydney peers at each of the four involved clubs including CYCA, NCYC, RPAYC and RSYs with each Club hosting a round of racing. Then, we move onto the Match Racing Module of the program – you may recall seeing the NCYC Youth Team racing their way through the Club Marine NSW Youth Match Racing Championship and the Sharp Australian Youth Match Racing Championship with great results last year.

This year, we aim to build on those achievements by hosting a round robin series where will invite up to 12 teams of young sailors to represent their local Clubs at the inaugural Newcastle Youth Keelboat Championships. We welcome young sailors to come and have a go on our fleet of Force 24s in this 3 day regatta. From here, enrolments will be open for the 2018 Youth Development Program – providing access to training, coaches and support to pursue further opportunities to represent our Club at regattas around the country.



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Courses are available for all ages, kids to adults, from absolute beginners right through to the more experienced. We'll help you to develop your sailing skills & knowledge - there is something for everyone!

Come along to one of our *Discover Sailing Experiences* to get a taste of the wonderful fun and opportunities sailing at the NCYC presents.

Further details including course descriptions and course dates are available on the website or contact the Sailing Office for more information.

Come sailing with us!
Newcastle Cruising Yacht Club's Sailing Academy offers sailing courses in both our fleet of Force 24 inshore keelboats and our new fleet of junior OziOpti dinghies.

BOOKINGS ESSENTIAL
Easy online booking!

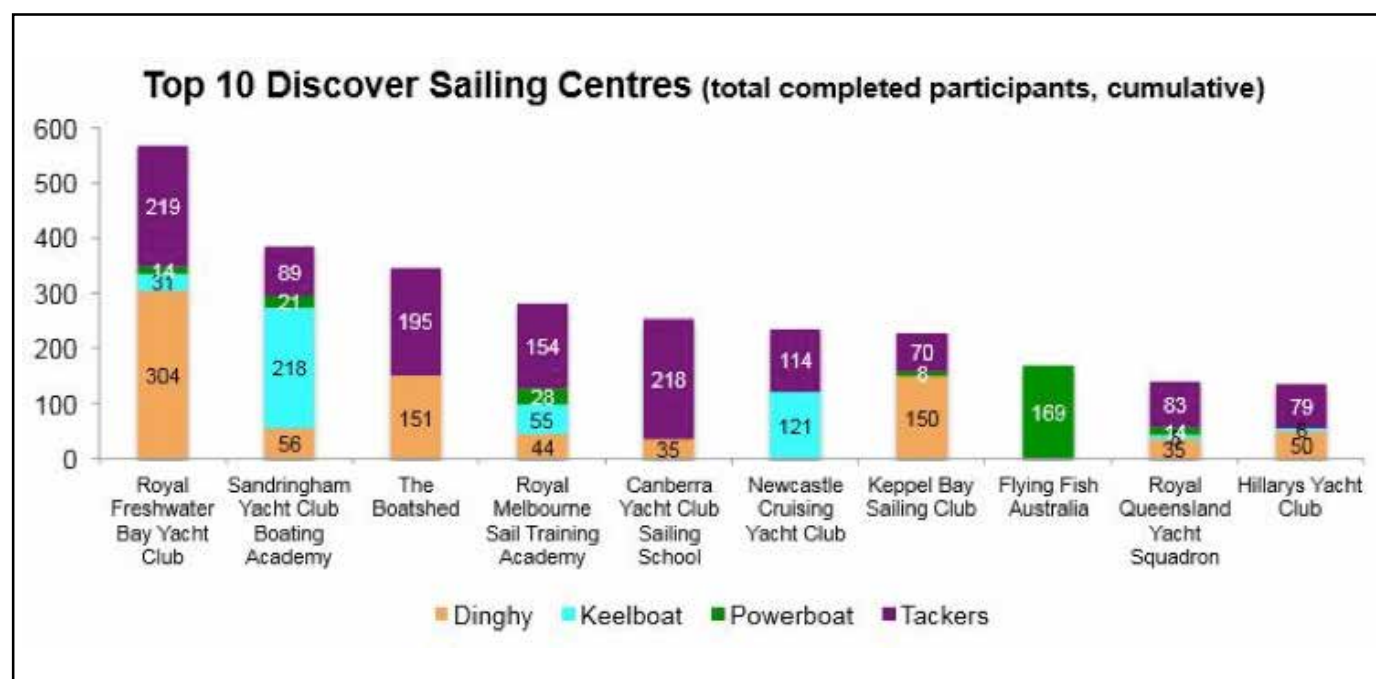
www.ncyc.net.au/sailing-academy
Phone: 4940 8188
Email: sailingacademy@ncyc.net.au
Newcastle Cruising Yacht Club
95 Hannell Street, Wickham NSW 2293



NCYC Sailing Academy in the Top 10

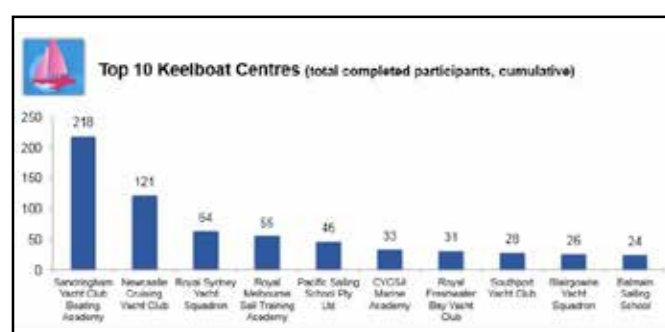
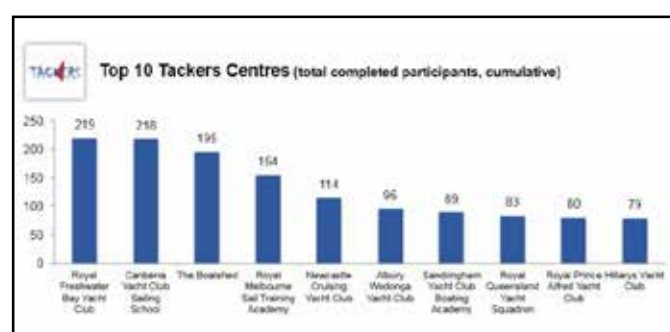
The Discover Sailing Centre (DSC) participation figures for the second quarter (July to Dec 2017) have just been released by Australian Sailing . . . and we are pleased to report that **we made the TOP 10!!**

In fact, our NCYC Sailing Academy are ranked **6th overall** for the accredited Australian Sailing courses we deliver. We are **the only NSW DSC** in the top 10!!



We are ranked **5th for Tackers** and these rankings don't yet include the figures for our very busy January school holidays nor our current school Tackers programs with Newcastle East Primary and Newcastle Grammar!

Pleasingly, we are ranked 2nd for keelboats, reflecting figures for our Start Crewing & Start Helming courses and the Discover Sailing Experiences.



Unfortunately our ranking doesn't include our very popular Women's Sailing and our new Friday Harbour Sailing and Young Guns as these are not formal AS accredited courses... but these courses provide a great entry into our sport and hopefully whet the appetite of participants to continue with an accredited AS course.

We have recently conducted some instructor training courses and have brought more instructors into the Sailing Academy to cope with our growth.

I would like to take this opportunity to congratulate and thank all of our wonderful instructors and assistant instructors for their efforts and commitment to growing the Sailing Academy. I also would like to acknowledge Sailing Manager Jack Buchan's invaluable contribution to the Academy. Jack is key to the operational aspects of our program and can always be relied upon to jump in as a Senior Instructor on the odd occasion I am short!

... I can't wait for the Q3 figures to come through to see if our current activity pushes us up the rankings!!!!



By Kristen Anderson

2018 is shaping up to be an exciting year for SheSAILS@NCYC.

The SheSAILS@NCYC

Story: Veteran Sydney to Hobart sailors, Jan Howard and Mary Holley, had a vision to get more women involved in the

sport they love. In 2010, based at Newcastle Cruising Yacht Club (NCYC), they began taking women out on their yachts teaching them to sail in a supportive and encouraging environment surrounded by other like-minded women. From these humble beginnings the group has evolved into SheSAILS@NCYC, a brand that incorporates formally recognised women's sail training programs, involvement in regular club racing and the participation of all female crews in many successful regatta campaigns including Sail Port Stephens, the Australian Women's Keelboat Regatta and Airlie Beach Race Week.



Sail Port Stephens 2015

The SheSAILS@NCYC Vision is to inspire women of all ages to step outside of their comfort zone, learn to sail and experience the physical, psychological, social and health benefits of the sport.

Sponsorship: SheSAILS@NCYC is seeking sponsorship from organisations that support healthy lifestyles, spirit of community, teamwork, respect for our environment and encouraging women to achieve their best. Funds raised will assist with funding our calendar of exciting events for 2018:

Women's Development Regatta	10 & 17 March 2018
St Patrick's Day Fundraiser	17 March 2018
Sail Port Stephens Regatta	9-15 April 2018
Bubbles and Trouble Fundraiser	June 2018
Cork Race Week, Ireland	16-22 July 2018
GalS Regatta, Townsville	7-9 September 2018
Women's Open Regatta	November 2018



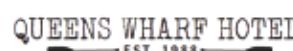
AWKR Melbourne 2016



ABRW 2014

SheSAILS would like to extend a huge thank you to sponsors already on board with us:

The Varley Group, EJE Architecture, Queens Wharf Hotel, Baggas Pharmacy, Swell Café, East Coast Marine, Petro Gleeson and Grottyyacht.



Please come along and support the development regatta on 17 March, which is a fun event for those who have come through the sailing academy courses. You are all invited to join us for some Irish fun at our St Patrick's Day fundraiser to be held in the NCYC marquee with a 2-course meal, live music, and perhaps an Irish jig or two. Tickets will be available to purchase through Sticky Tickets.

SAFE BOATING REMINDER

As the summer season winds down, it's the perfect time for some simple checks to maintain your boat's safety equipment.

Make sure to check that your:

- EPIRB battery is working, has not exceeded expiry date, and the contact details are current. For more information visit Australian Maritime Safety Authority AMSA website (<https://www.amsa.gov.au/safety-navigation/beacons-and-distress-alerts>)
- marine flares are still in date
- fire extinguisher is still in date
- inflatable lifejackets are in service and in good condition
- torch batteries are fresh

BIG SHIPS, SMALL BOATS

Newcastle Harbour is both a large commercial port and a popular waterway for small recreational vessels. Ships approaching and entering/leaving the port navigate under severe operational constraints, and it is important that skippers of all recreational vessels are fully aware of their responsibilities.

Any recreational boaters who operate on Newcastle Harbour must be constantly aware of commercial ships and their movements.

As a recreational boater, it is important to;

- Maintain a proper lookout
- Not impede any commercial ship
- Make clear your intentions to an approaching vessel **well in advance**. You should indicate that you are getting out of the way of a large vessel at **least one Nautical Mile in advance**
- **Not anchor in a navigation channel**
- Ensure that at all times you can be seen clearly. Dull aluminium tinnies can be difficult to see,



especially on overcast and poor conditions. Wear bright clothing and be seen.

- After sunset and in restricted visibility ensure you have the correct navigation lights fitted and that they are in proper working order

HANDLING LARGE COMMERCIAL VESSELS

Large vessels;

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

For more information visit our website at

<http://www.rms.nsw.gov.au/maritime/index.html> or call 13 12 36.

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NCYC Cruising Division

By Brian Gardoll



Happy New Year to all NCYC members from the Cruising Division!

The Cruisers have been doing what they do best over the holiday period and well into 2018. That is cruising and socialising, and

not always in that order. As usual the Cruising Division members have been active at all the Club's social functions and a special mention must be made of the strong contingent present at the New Years Eve party – what a great band, good food and what a great night. Well done NCYC!!

A good turn-out of Cruisers were on hand at the Club to witness the start of Sydney-Hobart and cheer on the local entries, “Dare Devil”, “She’s the Culprit” and “Freyja”. While all yachts and crews are to be commended for their stellar efforts a big shout out must got to “Freyja” as the Cruising Division entrant!

Cruising has been the big focus since New Year with many members getting out and enjoying their boats.



Sangria, fruit and cheese



Cocktail time
in Cotton Tree Bay



Sunrise over Brisbane Waters



Marlena wondering what's with all the sticks

NCYC INSTAGRAM COMPETITION WINNER!

Congratulations to our Winner - Sibby



A relaxing read

The vessels involved in these adventures have included; "The Doctor", "Teflon II", "Not Responsible", "After Hours", "Seychelles", "Arkuna", "Emerald City", "Champagne On Ice", "Oarsome" and "Marlena".

The Cruising Division recently met in February and set the activity calendar for 2018.



5 oclock in Smith's Creek




Catchup in Refuge Bay (credit Paul Lobb)

Everyone is welcome to attend our meetings and if you are wanting more details about the Cruisers please don't hesitate to contact Valda on 0418 430845 or Brian on 0409 151596 the sailing and motorboat representatives of the Cruising Division.



Hendrix ponders Refuge Bay



Cruising Division

NCYC Cruising caters to the boat owners who enjoy the water at a leisurely pace, relaxing in an idyllic location and appreciating the occasional sundowner. Participation in organised boating and social events is encouraged with the aim of sharing interesting, topical boating information and experiences. Social dinner meetings are held in the NCYC Club each month with varied on water activities planned for a mix of sailing and motorboats on a monthly basis.

The Cruising Division met for their first meeting of the season in August and elected the following sub-committee:

- Valda Johnston – Board Representative
- Brian Gardoll – Motorboat Representative
- Colin Peebles – Sailboat Representative

All are welcome to attend the next meeting: 15 March 2018

For further information Tel: (02) 4940 8188 Email: sailing@ncyc.net.au

Sydney to Hobart Dinner

Thank you to everyone who came along to listen to our talented panel members.

This event raised over \$2,000 for the Sailing Academy Youth Keelboat Program.



Sydney to Hobart Panel



Paul Lobb presenting



"Schouten Passage"



"She's The Culprit"



"Freyja" Team

Rolex Sydney to Hobart

Invictus Games

By Jane Hunt

Well, another glamour year of sailing the Sydney to Hobart, two record breaking years in a row that I have raced in. I think I'm going to have to quit while I'm ahead.

It all started with our training week meeting the fellow crew, the UK Invictus crew that had flown out to Sydney after being selected to represent the 'Invictus Games' coming up in Sydney in October.

I had signed up with Clipper Events as I knew I wanted to be sailing alongside my Clipper Round the World yacht 'PSP Logistics' which I will be joining in Seattle at the end of April. I received an email at the end of November stating that Invictus had chartered the boat and that I will be sailing with injured veterans. My mind boggled, what injuries and to what extent, but I was reassured they were very capable sailors and had been selected after a training week in the UK.

4 civilians and 8 Invictus crew under the careful watch of skipper Will Parbury and first mate, Andrew Stuckey on CV5 a 68-foot Clipper training boat named "Game On" racing against the other identical training boat the Aussie Invictus team named "Down Under", all we had to say to them was "Game Over" as this was the Ashes on the water! After completing our 500nm qualifier with minimal breakages (only the main sheet clutch this time) the 'Invictus' crew had several media commitments to fulfil, which was quite exciting getting to meet Jessica Watson, as well as Kay Cottee and of



Just before the start line

course the Clipper founder and first person to perform a single-handed non-stop circumnavigation of the globe sailor Sir Robin Knox Johnson. Sir Robin was our navigator to Hobart.

After a slow light wind start heading out of Sydney Harbour we turned right and set up the spinnaker. We easily settled in our rotations around the boat and in our 4 hourly watches. It was two beautiful days of downwind sailing cruising along at what seemed to be a constant 11 knots. As we approached Bass Strait latitude



Near the finish line in Hobart

below my feet, we were less shocked this time, though just astounded that we now had hit 2 sun fish. We were extremely lucky that old CV5 is one tough lady and didn't sustain damage like "Hollywood Blvd" did on their failed delivery back.

The end of the second day saw the forecasted wind shift and we changed our sail plan, dropping the spinnaker and raising the staysail and the yankee. The third and final day we had frustrating wind holes just outside Storm Bay and then again just inside, though looking around all the yachts converging towards the Rhumb line to the Derwent River we could easily see where the wind was and headed in that direction, skilfully overtaking many yachts. The breeze picked up and we watched a spinnaker behind us explode spectacularly, though with the eye on the finish line, we raced up the Derwent only to be chased down by "PSP" and they overtook us just before the finish line. I was so happy to see my strong crew that I will be joining in April charge up behind us and take us on. I gave a huge wave and wished them luck. I could not have planned the finish any better, not only was I able to race with the 'Invictus' crew, I also was able to race against "PSP" right to the finish line!

We arrived a whole day earlier than last year making it 3 days and 4 hours. What a glamour ride it was!

Dare Devil

By Sibby Ilzohar

Most skippers will understand how difficult it is to get to the start line, especially the Rolex Sydney to Hobart yacht race. You can be as organised as you want, but the to-do-list usually keeps growing. It appears not to get any smaller. Yet the date draws close faster all the time.

I think the most difficult hurdle this time was a psychological one. After 2 years of rudder failures and a long road to finally get the rudder design and the new build sorted, not only was I mentally exhausted, but I still had this deep fear and the horrible feeling that I had when on both occasions, 2 years in a row, at almost exactly the same spot the rudder failed, and it was all over.

I kept reminding myself, that we had had an entire season racing offshore both with NCYC and with CYCA in the Blue Water Point Score with no gear failures. I kept trying to use that as a calming and positive reminder. But the rudder disappointments still sat very deep.

The season was a long and hard one. I think there was a strong need for me to do well and overcome the psychological and mental hurdles lodged from past events. It is hard, when you have spent all that time and effort and money, and within 4 hours of the race start, something significant fails on the boat and the race is over.



There was much training and a lot of maintenance. I wanted to eliminate every possibility of failure and that is not easy. Everything that was borderline was replaced, and everything that failed was not only replaced, but we tried to better the system and to prevent system failure in the future.

Often, I spent much time convincing the crew, that time invested in maintenance and training was well spent and would benefit us in the future. There were many disappointing moments, when crew did not turn out as expected or had to leave as the commitment I was seeking was too great.

I was very strong on enforcing the safety systems and a team culture that was inclusive, and that included turning up as much as possible despite of spouses and work and other pre-booked commitments. As we were trying out new crew and new ways of approaching things, we did not do as well as we should have in a lot of the races leading up to the Sydney to Hobart.

I think 3 days prior to the 26th of December, I reached a moment, where I was not sure whether I could keep going and actually make the start line. I was so mentally and physically exhausted, I had to keep convincing myself every day - 'only another day... when you get to Hobart you can sleep and rest' and with that of course came the underlying fear, that we may not make it.

I had mentors like Sean Langman say things like: "Just get to the start line" and "just make it out the heads without an incident" and "just get to Hobart" and in the end, with the last hours leading to the start, that is all I concentrated on. That is what kept me going.

I demand an early start on race morning. That doesn't always sit well with people, but it has proven to 'buy' a calmness and the knowledge, that you have plenty of time even when additional things have to be taken care of, and it gives you a feeling of being organised. I think that's important, going into a race.

We had lots going on prior to leaving the dock, there always is with food arriving, people saying goodbye, well wishes, photographs, and just as I had hoped, everything and everyone was on time. I tried not to let anything rattle me. Then I had staff from the CYCA come to tell me, that they had had a phone call, and that someone had tampered with my water tanks and contaminated the water. That reminded me, that I had only a couple of hours earlier spotted the fuel cap not properly fitted and closed, which at the time I had thought of as being very odd, as I am very particular about making sure that it is always closed properly, so that we do not end up with salt water in the fuel tank.

Within 10 minutes of the call, I had the CYCA sailing committee at the back of the boat, discussing how they could assist to get us to the start line, if our drinking water had been tampered with. I laughed. I had no concerns whatsoever and was not about to let that rattle me. The water in the tanks was emergency water only, and we carried enough drinking water in separate containers to take us to New Zealand, and based on the



evidence, someone had confused the fuel tank for the water tanks.

I turned the engine on, with plans to let it run for a while before we left the dock, in case whatever had been put in the tank, was going to affect the fuel or the running of the engine. I assured the sailing committee members that we were well prepared, and nothing was going to stop us getting to that start line. And so, we left the dock around 10:45 that morning as ready as we would ever be. The start was a lot more sedate than I had experienced in the past. That was despite having the Clipper fleet on our line. Perhaps we were just well organised and the crew was in tune. We went through the usual check in at the start and the storm sail hoists, packing up, gearing up, picking the line, determine wind strength and direction, and discussions of the best angle and line end to start on.

In order to avoid any collisions, we gave everyone plenty of room, and as per usual, it was a nice start – the whole feeling of being there and ‘finally we made it’ and the relief that comes with that, that ‘now we are on the way’.

The water was more stirred up than usual from the fleet in front of us from the first start line and the spectator fleet, adding to that was the fact, that the wind was dropping and very fickle. It seemed like forever to get to the heads, with a lot of tacking and changing direction at the heads to get out of the soup pot and get some wind.

Having finally made it out the heads with some smart tacks and maneuvers and getting in front of some other boats, I had the idea that we would be better further offshore, away from the short choppy swell close to land. We took our time deciding on sails, as I have learned in the past to watch other boats and how they deal with their selections. And of course, I still had that big thing sitting in the back of my head – ‘don’t break the boat... you have to get to Hobart’. I was acutely aware of not overloading the rudder with bad sail choices.

Most people cheer when they hear it will be a downhill run. Yes, it is one of the best experiences you can have on a boat. But it is hard work. Hard on the gear and hard on the crew. Instead of getting away with 2 or 3 people on deck, you have to have at least 6 on deck at any one time. If you load the boat up too much, you break gear. This is when the loads on the gear are the highest. If you broach the boat, it impacts on the rudder, the boom and possibly the rig. I was well aware of what we were in for, and that this would be a hard race – demanding on crew, sleep and the gear. And I did not want to break the boat. I wanted to take my crew to Hobart no matter what. I did not want to let them down.

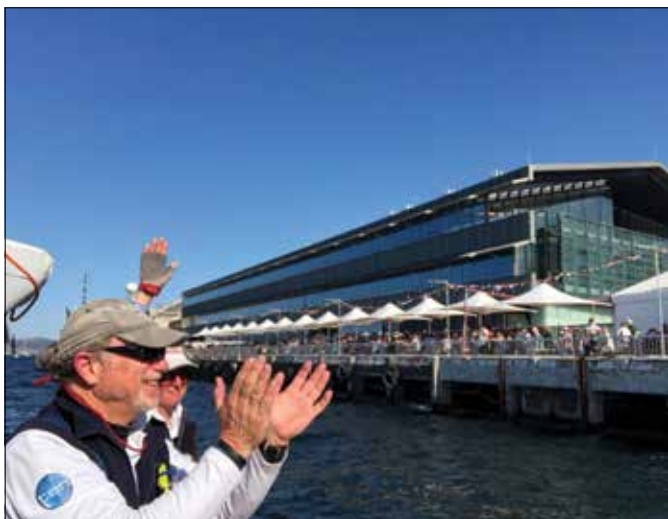
We had some awesome moments with dolphins, sunrises, tired moments, trying to sort navigation and yes, we went offshore further than most of the fleet. It was part weather analyses and part gut instinct. Many discussions between myself and Rowan the 2IC and navigator. In the end I think it was the right decision, when we came in from left field and managed to make good about 26 positions. It was the most amazing feeling, to come in from out at sea with Tasman Island up ahead and seeing something like 30 odd boats in front of us and in the shadows of the land.

We had lost so many positions with my initial 24-hour conservative approach. I really wanted to take this crew to Hobart and actually get them over the finish line. I had so many fears about breaking the boat in the first 24 hours. To then turn up a Tasman Island and see all the boats and positions lost right in front of us was amazing. It was so invigorating and gave us such a big boost of energy. Despite of my conservative approach it was a fast race. We were less than 3 days, and already at Tasman Island.

There was a big hole to our right in the shadows of the land. I discussed this with Rowan, and we had to avoid this hole at all cost. It was important to figure out exactly where it was, so that we could get around the outskirts of it.

We somehow managed to do this. We sailed around the left of it, but the battle was not over. There were holes everywhere. Rowan and I spent every minute trying to figure out where they were, what sail choices, what tack to be on. There were some heated moments, we were tired and the end was so close. We got into a situation where many boats were parked





around us, and we decided to spot the holes, tack, and change sails and tack and tack to stay ahead of it. We could not believe our luck.... Or was it skill? But we kept overtaking boats and outsmarting them.

We had also overtaken all the Clippers, of course, when there was plenty of wind, they took off like rockets, when there was no wind, they stopped. But there was wind ahead just east of the iron pot. We could see it, and desperately wanted to get there. A wind shift where two fronts collided and boats 10 metres apart were on different tacks. How exciting! How frustrating, and no matter what we did, we could not seem to get there. Our sails would not fill, either tack. We were getting more and more frustrated, especially when we knew we were right at the edge of it, and then we could see several boats in front of us take off like rockets, including one of the Clippers.

All of a sudden, there it was, the sails filled and picked the tack to be on, and off we went. Slowly at first, but then as the wind picked up, we took off. We were excited. But it was not over yet. "Black Sheep" crept up on us as they had the Code 0 up, and "Duende" a TP52 was close by, both could cost us another couple of spots. Spots we had worked so hard for.

As "Black Sheep" and us fought it out, and eventually overtook us, I called for the Code 0 to be hoisted. I knew the crew was tired, and we did not have that long to go, but I did not want to give up. We overtook "Black Sheep" and left them behind, a duel which was very exciting. We battled it out with "Duende" for some time, but in the end, they overtook us. Some very exciting times down the Derwent as the wind increased consistently.

One of the Clippers overtook us, the other one which had got the wind shift earlier than us was long gone. The Clipper that overtook us was all over the shop. Overpowered with all sails up and doing cartwheels down the Derwent. Clearly they were too close to the finish line to reduce sails.

We sailed around the head of the anchored ship, following "Duende". As we went around the last marker trying to get to the finish line, we noticed "Duende" was putting in a number of jibes. We started discussing this with Rowan and the crew, as from my helming point of view, it was a straight line to the finish line. We could not work out why "Duende" kept jibing backwards and forwards and appeared not to be making the finish line. They had literally stopped.

As we approached the finish line, we appeared to be slowing down, but still had enough momentum to go in a straight line direct and over, and we could not believe the fact, that "Duende" still had not gone anywhere and appeared to sit still, not moving at all. We continued with or momentum straight over the finish line, with an enormous cheer from all our crew and the finish boat at the marker, beating "Duende" by exactly 6 seconds over the line! What a finish!

Needless to say, we were tired and high from the excitement, and teary and overjoyed to have made it and made good so many positions. We took our time pulling the sails down and went for the 'lap of honour' only to get everyone cheering from the Taste of Tasmania. That was an amazing feeling. To have everyone cheering and clapping.

The finish boat thought it was funny to put us next to "Duende". We all had a giggle with that one. What a turn of events. What a finish. It is never over until the final second. That's sailing!

Membership Renewals are now due.



**Please make your payment
by 31 March 2018**

She's The Culprit

By Cyril (Glen Picasso)

I can't believe it, that would be the best Hobart race I've ever done. I can remember Gold Coast races that were more difficult. Having said that, if you were in the position of being in a smaller or slower boat, then you got the full Hobart experience. I'm quite happy these days to miss the unpleasant bits.

There was a time when friends would use me as a Hobart Barometer.

"Hey Cyril, are you going to Hobart this year, because if you are, we aren't!"

Yes I had a bit of a reputation for being in the unpleasant races. Thankfully "The Culprit" helped me break that curse.

2017 was one of the ones you dream about. Good dreams, not nightmares!



Two weeks out I had a glimpse at the weather forecast, it was looking too good to be true, so I stopped looking until the 24th. It was looking just as good.

With lots of help from the crew preparing the boat, bean bags and our good luck charm supplied by the Holly's, this was looking like a glamour trip.

The start found us on the start line broadcasting sound and vision back to the club via Facetime. That would have worked a little better if we knew which side of the phone we were shooting from, anyway it was a bit of fun.

We managed a good start in a favoured position and worked our way to the heads to lead our sister ship "Arch Rival" by about 200m. Ease sheets at the seaward mark, wait for the breeze to come around enough for a kite and away we go. No big tactical decisions to make other than when to jibe to close Tasman Island.



Biggest decisions of the trip would be who to award the coveted "Dope of the day" hat to. Even those decisions worked themselves out. If you are keen to know how that award was earned, you would have to ask. Robbo, Benso and/or Mark Graham.

No white knuckle downwind sailing (thank goodness) and we did not pull a reef in for the entire race, (I hate putting a reef in a brand-new sail!).

We kept the boat going as fast as we could most of the time (a little bit faster than the spinnaker was happy with on a couple of occasions) and after falling into our own personal hole for an hour or so near cape Raoul, we finished in about Three days and 5 Hours.

"She's The Culprit" and our happy and fun Culprit Family earned us Second outright PHS, and 3rd in Corinthian division.

Thanks to everyone for their support and good wishes.



Freyja

Images by Simon Macks

Completing the Rolex Sydney Hobart is no easy feat.

Co-owner, Richard Lees and crew on Freyja finished the Rolex Sydney to Hobart Yacht Race celebrated with a magnum of champagne on the dock on the 6th day.

After four months of refitting, including pulling the mast out, changed rigging set-up, mizzen backstays and rebuilding of the rudder, the 11-metre wooden ketch was in shipshape condition and ready to take on the Rolex Sydney to Hobart Yacht Race with some unfinished business from the prior year.

Freyja and crew were tested with winds gusts up to 35 knots, surfing down large swells, handling 15 knots and crew casualty, the crew were impressed with how they and their 72-year-old ketch handled it.



This was sail master, Andrew Miller's 16th Hobart, but for the other Freyja crew, this was their first Hobart finish – so no wonder there were smiles all round as they sailed up the Derwent to the finish.



Storm

By Linda Hall

One of the scariest times on our boat was when the Pasha Bulka storm hit Newcastle and the marina in June 2007.

We had decided to stay on board instead of going home and luckily we did - if we hadn't been there to secure the finger next to us when it broke away as the wind changed direction, there would have been quite a few "squashed boats" (ours included) and some very unhappy boat owners.

I will never forget the colour of the clouds as they swirled through the sky. They went from being a normal grey to turning to a dark eerie green and then purple. When the storm was at its peak, the mooring

walkways were rolling up and down with each wave movement. It was quite dangerous. The combination of howling winds, torrential rain, deafening thunder and storm surge was very frightening and I must admit I was glad to see the Tug Boat arrive to hold the "Floating doc" at bay.

I shudder to think of what would have happened to the marina if the floating dock had decided to break all of its chains and give the marina and the attached boats a cuddle.

Hopefully we will never, ever see a storm of this magnitude again.

We will keep our fingers crossed.



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Marine Rescue

By Terry Reynolds - Coxswain MRNSW

Hello once again from Marine Rescue Newcastle. Since our last article all aspects of our Unit have been very busy with involvement in various special events, moving into our new radio base and a number of 'assists', both off shore and within the harbour/river.

My report starts with Marine Rescue Newcastle moving into our new temporary radio base situated at the Warabrook Community Centre. Our computer based communications and 'Seahawk' vessel log on and monitoring systems was up and running with the help of a number of our volunteers assisting with the move and our radio operators settling in well. This facility also caters for meetings and training requirements.



Whilst on the topic of the move, at our December Mess Meeting, Marine Rescue Newcastle, on behalf of our Commissioner,

presented Newcastle Coal Infrastructure Group with a Certificate Of Appreciation for their support in giving MR Newcastle a temporary base after the Shepherds Hill Base sustained major damage in the April 2015 'East Coast Low'. NCIG representative Nathan Juchau received the certificate for NCIG.

I think I can say with confidence that all members at MR Newcastle cannot thank NCIG enough for their support.

September saw our rescue boat out of the water for some hull cleaning and service work on our engines. It also allowed for our vessel's annual inspection from the RMS. The inspection and the work were both successful.



November saw the running of the inaugural V8 Supercars in Newcastle. Marine Rescue Newcastle was asked to assist the MAC (Marine Area Command) & NSW Maritime with monitoring the restricted mooring zone near the race course. Unfortunately vessel numbers were low with many who had booked moorings not turning up, however our crews were kept busy helping the skippers of boats with advice on where they could and couldn't anchor or motor through. Spectators were shown a very skilled RAAF pilot putting his FA18 Hornet through its paces and by the numbers entering and leaving the race track, this event was a big success and MR Newcastle looks forward to being a part of it next year.



In early December saw our UC, Ron Calman, DUC Ian Morrow, Training Officer Lyn Van Homrigh and L/C Rick Neville represent Marine Rescue Newcastle at the Merchant Seaman Memorial at Norah Head where Ron and Ian laid a wreath in memory of merchant seaman lost during wartime. Lest we forget.

Marine Rescue New South Wales have some long serving volunteers and our Unit is no exception. At our December monthly meeting Unit Commander Ron Calman presented long serving member Irene Berry her second clasp to the National Medal for 35 years dedicated service.

The National Medal is awarded to members of a number of emergency services such as Police, Ambulance, Fire & Rescue, SES etc for 15 years' service with a clasp for every 10 years' service after that. Well done Irene and from all at Marine Rescue Newcastle, a huge thank you for your service.



Onto some 'on water operational' business with a selection of our Op's carried out by our Unit over the past six months.

On the evening of 24th January, our rescue vessel NC 30 was tasked with assisting a 38' Bavaria yacht entering Newcastle Harbour. Skipper Ron Calman and Leading Crew Rick Nevile located the vessel who had suffered water pump damage.

Ron reported that the conditions outside the harbour were a little bumpy however NC30 successfully towed the \$200,000 vessel, with 3 POB to the Newcastle Cruising Yacht Club. Well done Ron and Rick as all night jobs can be tricky.

Friday morning, 29th Dec, NC30 was tasked by the MAC after MR Newcastle's radio operator received



a VHF 16 call from a 37' fly bridge cruiser with 2 POB, with engine failure & smoke coming from the cabin. Skipper Ron Calman and Leading Crew Rick Nevile proceeded 'at speed' to the vessel, situated 10 nm south east of the break wall.

NC30 were on scene just after midday to find the smoke had cleared and both occupants ok. NC30 commenced the tow and a bit over an hour later returned to Newcastle Cruising Yacht Club. Both vessels arrived safely back into the harbour.

Marine Rescue Newcastle had a busy day on the water on New Year's Eve. First up was a disabled vessel with fuel issues and stranded in the main channel near the cruise ship berth. The vessel with 4 POB was towed safely to Carrington ramp by Ian Morrow and Terry Reynolds.

Around 1700, Ian and Terry, aboard NC30 were tasked to a 40' 'two story' cruiser with battery issues. The disabled vessel was located anchored in Pirates Cove just inside the Newcastle entrance. Due to the size of the cruiser our jump leads couldn't reach their batteries so we towed her back to NCYC. A big thanks to Sandy, Newcastle Cruising Yacht Club Dockmaster for allowing us to place the cruiser on one of the outer berths as the wind was quite strong with such a large boat in tow. Also well done to Coxswain Ian Morrow for his expert handling of this job.

Finally for the day was the NYE fireworks near Stockton. NC30, crewed by Ian, Lyn and Terry were tasked to assist with keeping vessels out of the exclusion zone. Nearly all complied then Maritime asked us to assist ensuring all vessels had appropriate lights burning and any vessel under 4.8 metres to remind crews to don their life jackets before they weighed anchor. All agreed to comply. Other than one small tinnie moving well into the exclusion zone midway through the fireworks

activation, which Mick from Maritime dealt with, all went off as planned to a spectacular fireworks display. NC30 remained on station till all vessels that were not remaining at anchor had departed. This was just in case we were needed for a jump start or tow.



Wednesday 24 January saw NC30 recover a broken down runabout near the Newcastle harbour break wall and return it safely to North Stockton ramp. Well done Skipper Ron Calman and crew Lyn Van Homrigh.

Australia Day saw NC30 involved with a couple of official events with Ian Morrow & Terry Reynolds crewing. First up was a briefing at the Maritime office then on the water where NC30 along with LM30 (Marine Rescue Lemon Tree Passage rescue vessel), a number of Maritime boats and a Newcastle Water Police vessel were in place to 'monitor' the exclusion zone for the Formula boat races held between NCYC and The Basin, the Newcastle to Stockton swim and the aerial display with both MR vessels tasked to assist at the swim event then the aerial display zones.

The swim went well with all boats conforming to requests to stop and wait for the ok to continue. After the swim was to be the bi-plane aerial display. However a large flock of seagulls decided to 'gate-crash' the event and land right opposite Queen's Wharf area in The Horseshoe. The aerial display organisers needed the birds disbursed (For bird strike fears) so Maritime had NC30 and one of their boats 'disburse' the birds, which at the same time gave a good display of boat performance to the crowd on the foreshore. The display went off as planned with one brave pilot doing some unbelievable stunts.

Just before I end this article, a reminder to NCYC members to feel free to drop by our mooring or approach us on the water (if not in a hurry to do a 'job') and say hello. Also, we have a Facebook page where we try keep our followers up to date with what's happening at our Unit. Last and far from least, all members at Marine Rescue Newcastle cannot thank all members and management of NCYC for their ongoing support. A big Bravo Zulu to you all.

Keep safe on the water.



Article and Images by Peter Middleton, Mission to Seafarers Chaplain

The Mission to Seafarers aims to serve the visiting seafarers who come to Newcastle as crew on the bulk carriers working in our port.

We do this primarily through providing free transport for seafarers from their ships to our centre at Wickham and then back to their ships later on. Our volunteer drivers are very busy - in 2017 we made 4,165 trips around the Port, covering 124,000kms!

Most of the seafarers will be in the port for less than 24 hours, so we aim to make our Centre a safe and comfortable place for crew to relax in during the short time they spend ashore. While at our Centre, seafarers can keep in touch with loved ones back home via skype and social media, which means a lot when they're away from home on contract for 9-12 months at a time.

Toward the end of 2017 (courtesy of a Newcastle Coal Infrastructure Group grant) we were able to purchase some new café-style tables to give our Centre more of a "home-away-from-home" feel. Our visiting seafarers love sitting around a table in smaller groups of 4-6, enjoying conversation and showing each other photos of their loved ones back home.



Our work at the Mission is made possible by the dedication of more than 50 volunteers. Some visit onboard ships in the port, while others organise transport for seafarers from their ship to our Centre, drive our transport buses, prepare gift packs, and cook nutritious meals in our newly-renovated kitchen. We make every effort to maintain our focus on the wellbeing of visiting seafarers. We have a great team of volunteers but can always find a spot for new volunteers. Full training is offered to newcomers; just give us a call.

During the short time the seafarers have on shore leave (2,3,4 hours) some wish to spend time

communicating with loved ones back home, while others want to buy a few personal items at our local shopping centre. If time permits, we also take seafarers to enjoy Newcastle Beach, to walk the ANZAC Memorial Walk down to Bar Beach, and to see our Cathedral (which seafarers often call "the Castle").



Sometimes we're asked by a ship's Captain to bless his ship and crew before they depart Newcastle. Often the crew are predominantly Catholic in religion, so we organize a local Catholic Priest to conduct the blessing, which is great fun for the crew and the priest!



We are looking forward to being involved in the "Light Up Newcastle" Lantern Walk again this year on the evening of Saturday 24th February 2018. The Newcastle Rotary Clubs are organising this special event to celebrate Chinese New Year and Light up Newcastle with red lanterns. Funds raised from the sale of lanterns at this year's Lantern Walk will benefit the Newcastle Mission to Seafarers, for which we are very grateful.

Coming Events...

MARCH 2018

- Sunday 4 March - Racing Crew Breakfast
- Saturday 10 March - Pittwater Ocean PS Race & Party with Cruising Division
- Saturday 17 March - She Sails Dev. Regatta & St Patrick's Day Fundraiser
- Sunday 18 March - Summer SOP, Live Entertainment & Bloody Mary's
- Friday 23 March - Last Laser Race for Summer Series, Laser Burgers + Beer
- Sunday 25 March - Last Summer SOP & End of Summer Party
- Wednesday 28 March
Twilight Pursuit

APRIL 2018

- Sunday 1 April - Day Light Saving Ends
- Happy Easter - The Club is Open
- Saturday 5 April - Social Committee Function @ NCYC
- 9-15 April - Sail Port Stephens
- Wednesday 25 April - Anzac Day
- 28-29 April - Youth Keelboat Championship
- Sunday 29 April - First Winter SOP

MAY 2018

- Saturday 12 May - Laser Winter Series & BBQ
- Sunday 13 May - Mother's Day
- Sunday 20 May - Lady Skipper Series

JUNE 2018

- Saturday 2 June - Steak & Shiraz at NCYC
- Monday 11 June - Queen's Birthday Long Weekend
- Thursday 21 June - Winter Solstice
- Sunday 24 June - Last Winter SOP
- Saturday 30 June - NCYC Audit Day

EVERY WEEK

- Tuesday Night Trivia - 7pm in the Marquee
- Thursday Night Members Draw [LTPS/18/21669]: up to 4 draws per 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 Afternoon Entertainment from 2:30pm
- 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
- **Hooked** (11.30am-3pm, 5.30pm-9pm)
(02) 4940 8188 – bookings@hookedgrill.com.au
- **Administration** (9am - 5pm 5 days)
(02) 4940 8188 – admin@ncyc.net.au
- **Functions** (9am - 5pm)
(02) 4940 8188 – barmanager@ncyc.net.au



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