



NEWCASTLE
CRUISING
YACHT
CLUB

NCYC

NEWSLETTER



December 2010



Image by Mike Eggleston

NCYC

9/91 Hannell St Wickham NSW 2293 – Ph 02 4940 8188 – Fax 4940 8138 – www.ncyc.net.au

CLUB DIRECTORY

Contact	Phone / Email
Marina Inquiries/ Dockmaster 8 am – 4 pm 7 days	0408 299 512 dockmaster@ncyc.net.au
Administration 9 am – 4.45 pm	02 4940 8188 admin@ncyc.net.au
General Inquiries 9 am – 4.45 pm	02 4940 8188 info@ncyc.net.au
Licensed Club 10 am – 10 pm	02 4940 8188 info@ncyc.net.au
The Galley Noon – 2.30 pm 6 pm – 8.30 pm	02 4940 8188 info@ncyc.net.au
Functions 9 am – 4.45 pm	02 4940 8188 functions@ncyc.net.au

SECURITY

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

Concessions to NCYC Members

NCYC Bar —with membership card
When purchasing cold beverages:

- * 10% for Full Members
- * – 5% for Social and Crew members

Cote D Azur

Excluding any pre-advertised item:

- * 10% discount to any NCYC member staying with them,
www.cotedazurnelsonbay.com.au

East Coast Marine and Sail

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

Cherry Lane Cottage, Gulgong

- * 10% accommodation discount to NCYC members.
<http://cherrylanecottage.com.au/>

Board of Directors

Flag Officers	Commodore Phil Arnall
	Vice Commodore Jim Holley
	Rear Commodore Paul Gleeson
	Club Captain Ernie Thirkell
Treasurer	Kym Butler
Director	Tony Lobb
Director	Larry Curtis



Dear Member,

On behalf of the Board I would like to wish all members **Commodore's Message** a happy and safe holiday season.

It has been a very busy year for your club and I am pleased to report that we continue to operate in accordance with our expectations.

The Spring sailing series is almost over with good participation in both divisions.

We have continued our support of the Westpac Helicopter and the Port Hunter sailing club [juniors]. Our club continues to trade strongly and is gaining a reputation for its good food and companionship. During 2011 we are aiming to promote the use of the marquee amongst members for functions. Our experience to date has been positive in this regard and with the extension to the marquee we are able to accommodate larger groups in comfort.

As reported in the Captains Report the club hosted the team from Sailors with Disabilities again in November and [images](#) [some not so flattering], appear in this report of the cocktail party sponsored by Castle Recruitment to welcome them to Newcastle. This is a most worthwhile venture and one that the club is proud to support.

We would like to continue with the practice of members briefings to update members of how your club is going and to receive members feedback, suggestions or matters of concern. This will take place on 18 January in the marquee.

At the close of this year I would like to personally thank the Board for their hard work during the year, the volunteers for their efforts and the staff for their professional approach to their task. I look forward to another successful year in 2011.

Phil Arnall, Commodore

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

Editor: Gloria Thirkell

Graphics: Michael Eggleston



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A bi-monthly publication

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Newcastle Cruising Yacht Club

MARINA - COMMERCIAL CENTRE - LEASED BOATYARD - LICENSED PREMISES

Dear Member,

Well, here we go again. Christmas number three at NCYC. Time flies. I am hoping you all have a massively festive and fun season, spending some of your time at your Club.

NCYC has been asked to conduct the first of hopefully many major yachting regattas, with racing to be run on the waters off Newcastle over three days

This is the 2010/ 2011 NSW Etchells State Championship. We are expecting over thirty, one design Etchell yachts to participate during early February in this exciting event.

Thrifty Car Rental has come on board as naming rights sponsor for this regatta and for that we say "Thank you". We urge our members to support Thrifty Car Rental when it is possible.

Roy Baker, CEO / Secretary

IMPORTANT NOTICE

NCYC will be closed for business on Christmas Day



3pm Sunday 19 December 2010

NCYC Christmas function

\$5 Sausage or steak sandwiches

Santa will be there with lollies

Live Music—Hugh Gordon



**Tons of fun
At Your Club**

**New Years
Eve**



Live music 7.30 pm to late

OUR PEOPLE

NCYC Receptionist Simone Groeneveld who has been with us for two years comes from a background in customer service. She is a real 'people person' who enjoys all facets of the job:



Greeting people, getting to know members, and dealing with general day to day inquiries both in the Office and in the Licensed Club. Simone's vivacious smile and pleasant helpful demeanour provide a wonderful welcome to Members,

Marina patrons and visitors.

Whilst Simone is a busy Mum to Ruby and Selby, she finds time for an active social life and to devote to her hobbies.

Dear members,

The silly season is upon us and our function coordinator Nina Langley has been busy organising Christmas functions and events that will be falling on most lunch and dinner times during the month of December. We ask that you be patient with our kitchen staff during this period as they will prepare the function food as well as all the delicious meals off our standard and special menus that you love and keep coming back for. There may be slight delays at peak periods but as a club we will always try to accommodate our members first and foremost.

Beginning from Friday 26th November, we will be conducting ham raffles supplied by one of our Race Week Sponsors Tim from Hunter Valley Premium Meats. Tickets can be purchased from Club Captain Ernie Thirkell and the bellowing Robin Hillary from 6pm every Friday night, and the draw takes place after 7pm.

NCYC will be holding its annual Christmas Party from 3pm on the 19th December for all members, naughty and nice! The social committee will be cooking a BBQ; Hugh Gordon will supply the entertainment, and make sure you bring the kids as the jolly fat man will make an appearance to spread some cheer and treats.

Happy festive season,

Michael Smyth
Club Manager



FROM VICE COMMODORE JIM HOLLEY and SOCIAL COMMITTEE

We have some great crewing potential for the 2020's with the recent additions to the families of some of the NCYC boating fleet within the past few months. They are sure to be introduced to the joys of sailing very soon.



John and Ami Streeter's Sophie Grace, born 10th October 2010
5.59am | 8lb 4.5oz (3.75kg) | 49cm long.
It won't be long before she checks out her Dad's yacht, 'The Raging Bull'.



Campbell George Williams born 25 October 2010
7 pounds 4 (3.3kg) 49cm long.
His parents Georgina & Anthony say he has not yet hit the water but has enjoyed his first visit to the club.

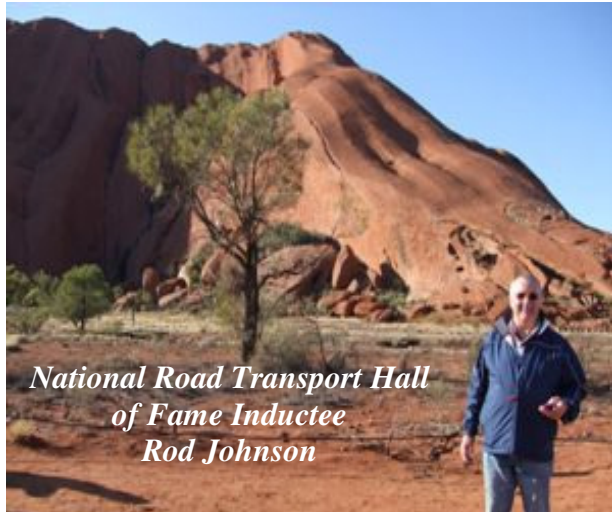


Mark and Bec Buehler are lucky to get a look-in when Sixteen month old Cooper John spots his new brother. Their Dad crews on Len Croft's Woodstock'. Cooper is looking good for the crew one day, and Patrick Mark won't be far behind.

NCYC Race Week sponsor Mycotox always likes to be bigger and better than anyone else. Vince who is a Club member & boat owner says his brand new first grandson came into the world looking better than his grandfather and with a bigger head. Blake weighed in at 10.87 lb. OUCH.

He has already received his first sailing shirt labelled "Mini Crew, Lady Irene".

Getting to know You



*National Road Transport Hall of Fame Inductee
Rod Johnson*



NCYC member and Sponsor Rod Johnson has a real connection with Alice Springs. He proudly speaks of his great-grandfather, W.C. Fransden. Rod's ancestor was part of the crew which built the Southern section of the Overland Telegraph, from Adelaide to Alice Springs. Simultaneously another crew completed the Northern section from Darwin to the Alice. W.C. Fransden was one of only seven of the Southern crew who survived the experience and returned to Adelaide alive.

With this history, Rod's induction into the Transport Hall of Fame at a ceremony in Alice Springs in August 2010 was particularly poignant. Rod has worked in the transport industry since 1963 in everything from trucks to planes and rental cars.

His current role as owner of 'MV Episode', member and supported of our club is a far cry from the many years he has on highways across the country.

When Rod started driving in Melbourne in 1963, he was 18 and truck drivers were "the Knights of the Road". His first jobs set the scene for a lifetime in transport. He spent much of the seventies traveling the unsealed road across the Nullarbor between Melbourne and Perth. The shifting scenes of day and night, the flowers and the fires made the trips memorable - though he recalls the best trips were when nothing unexpected happened. In 1978 he took his family to Meekatharra in mid-north WA where he eventually became the local JP and Magistrate.

During this time Rod also launched RJ Aviation, serving everyone from the Royal Flying Doctor Service to air charter

customers. Since then he has run several car rental companies and still maintains car, truck, private pilot and boat licenses.

It was with great anticipation that Rod made the train trip on the Ghan to Alice Springs for induction into the Transport Hall of Fame. He spent some time visiting the things he always "drove past" catching up with old friends, singing songs and celebrating his induction with previous inductees and newly inducted mates.

Highlights of the trip were walking Kings Canyon, seeing Uluru with a waterfall during a cold August sunrise and particularly sleeping under the "five stars" at Yallara. Ask him!

Rod is a humble, gregarious gentleman who enjoys the camaraderie at the NCYC where through Thrifty Car Rentals he sponsored the 2009 Easter Etchells Regatta and Thrifty is sponsor for the 2010/ 2011 NSW Etchells Championship Regatta in February 2011. A keen supporter of the Club, he allowed his boat "Episode" to be used as an official Club boat on a number of occasions and no doubt we'll see it very involved in February 2011 during the Etchells Regatta.

Over the years Rod returned to driving when things were difficult and says there is nothing else like it for getting your head straight and feeling clearer mentally. But today you're more likely to see him enjoying time on his boat.

Linda Hall adds "Some members of the NCYC had the pleasure of attending Rod's 65th birthday on Saturday November 27th 2010, enjoying the many infamous stories of his 'travels' shared on the night."

From the Rear Commodore

The spring season finished with our last Pointscore race on Sunday 28th November followed by a trophy presentation. Congratulations to the winners, placegetters and everyone who participated in the series.

Next weekend, a group of NCYC yachts plan to compete in the LMYC Tour de Lake, the following Sunday (12th December) will be the Blessing of the Fleet and the annual Ladies Day race. The last Sunday race before Christmas will be a short pursuit race on the 19th December. Wednesday twilights will continue right through the festive season.

We only have one entry in the Sydney Hobart this year – Aurora. This will be Jim Holley's 23rd Hobart and Mary's 14th. Good luck from everybody at NCYC!

January will present the opportunity for plenty of sailing: The first Summer Short Ocean Pointscore is Sunday 9 January 2011; and the Australia Day period 26, 28, 29,30 January 2011 will be full on. This will involve combined NCYC and LMYC fleets and incorporate Australia Day events, Friendship Cup, and Combined Ocean Pointscore (COP) races.

Don't forget to register for the NCYC Parade and Blessing to be held 19 December. Our initiative of presenting flags to prize winners last Presentation Night will support a dignified approach to the Blessing in 2010 by 'dressing ship' with flags.

Our Club is mutually supportive with the Maritime Museum, so I would encourage you to register in the fleet for the National Maritime Museum Inaugural Parade of Lights. There will be prizes for the more frivolous 'best dressed boat' and 'best dressed crew' etc. This should be quite a spectacle from the shore on the eve of Australia Day, but it will be much more rewarding to be on the water for the event.

There will be special anchorage points made available to fleet members to ensure the best vantage to view the fireworks display. Refer to our website for entry details and off-water activities which may appeal to your families on Australia Day. NCYC competes annually for the National Maritime Museum Trophy.

*All the best for Christmas and New Year,
Paul Gleeson, Rear Commodore*

From the Sailing Office

The Sailing Committee has instigated many firsts during 2010 and Congratulations goes to them for their ongoing development of sailing at NCYC.

NCYC held its first Etchells Regatta over Easter 2010 and will hold the Etchells State Titles on 11 and 12 February 2011, Congratulations.

NCYC adopted the Top Yacht online entry and crew registration system for its 2010- 2011 season, another first. Congratulations.

NCYC introduced its first Spring Short Ocean Pointscore series running from September to November. Congratulations.

NCYC introduced new courses designed for the 2010- 2011 season and implemented during the Spring Short Ocean Pointscore, skippers are impressed and delighted with the courses. Congratulations.

NCYC introduced commemorative Trophy Flags and Prizes of Glass Inscribed Blocks for Pointscore winners. Congratulations.

A big Thank You to the NCYC Sailing Committee for your initiatives, some I have listed and many more unlisted, and for your dedication to sailing.

Also, A Big Thank You to the NCYC Race Officials, on-water and on-shore for your dedication and the skills and abilities that you bring to your positions.

A drum roll please, da daa.

Inaugural Spring Short Ocean Pointscore Winners 2010/ 2011



From Left: Ross Knights; Robin Hillery, Col Peebles, Greg Amos, Commodore Phil Arnall. Rear Commodore Paul Gleeson, John Streeter

PHS Division 1

1st Blu Notte—Skipper G. Amos; 2nd Summer Salt—Skipper P. Gleeson; 3rd Raging Bull—Skipper J. Streeter

PHS Division 2

1st Winnifred—Skipper C. Peebles; 2nd Warrain—Skipper R. Hillery; 3rd Tamarillo—Skipper R. Knights

IRC Division

1st The Raging Bull—Skipper J. Streeter;
2nd Anger Management—Skipper P. Arnall;
3rd Summer Salt—Skipper P. Gleeson

*Merry Christmas and a Happy New Year,
Happy Sailing,
Dianne Fitzgerald*



Image K.Abrahamson

FROM THE CLUB CAPTAIN

As this is the final newsletter for 2010, I take this opportunity to thank all of our volunteers once again: Sailing Committee, Social Committee; Race Start Committee, Boat Crews; Sunday Breakfast Crews and volunteers who have assisted with the two visits by SAILORS WITH disABILITIES this year.

NCYC recently hosted the second visit this year by SAILORS WITH disABILITIES in the form of the 54ft Sydney to Hobart disABILITY yacht, "Kayle." The focus of the event was to promote the abilities of people with disabilities, rather than their limitations and to demonstrate that they enjoy the same experiences as everyone in Australia's society.



A group of young adults from Castle Personnel Services Inc. who have a disability, including three in wheelchairs, took part in a day of sailing aboard "Kayle." To add to their excitement and first time rewarding experience for these young individuals sailing on Newcastle Harbour, Castle Personnel Services Inc put on an evening function for Sailors with Disabilities.



Club Captain Ernie Thirkell and Commodore Phil Arnall, were presented with coveted "SWD" hats

This function took place on 19 November at NCYC. Special guests who attended to welcome the "Kayle" to Newcastle included: Honourable, Lord Mayor John Tate and Lady Mayoress Mrs Cathy Tate; NCYC representatives Commodore Phil Arnall, Club Captain Ernie Thirkell and Gloria Thirkell; representing the

Newcastle Knights, Recruitment / Welfare Manager and a few selected players. This event also included many representatives from various disability services throughout the Hunter region.

Club Captain Ernie Thirkell



Image—G. Jackson

ALL PASSENGERS MUST WEAR A LIFEJACKET AND REMAIN

GOOD THINGS FOR THOSE WHO WAIT



Image—R, Rossi

Canadian Jules Wilkes fitted right into the sailing and social scene when she crewed aboard 'Warrain'. In fact, with Jules at the helm 'Warrain' took out the Inaugural Division 2 Lady Skipper Race for 2005/2006.

An excited Jules outstayed her visa in order to attend the NCYC Presentation night, an action which caused her exclusion from Australia for three years!

The Trophy sponsor for Division 2 Ladies Day is 'Independent Dental'. Colin Jordan was so touched by Jules' excitement at winning the perpetual trophy for 'Warrain' that he generously purchased a duplicate for Jules to take back home.

It was a long wait for Jules, but she eventually had permission to return here, arriving on Thursday 11 November 2010. Colin made an informal presentation of the trophy in the Club the next evening to the delight of members and guests who had arrived for the raffles.

It has been wonderful to welcome Jules back, and to see her once again crewing so capably for Robin Hillery on 'Warrain'.

ON THE BRIDGE

With Paul McGrath

Problem: Look only at the North/South hands in the deal shown and decide how you would declare 6H after West has entered the auction with a 3D pre-empt. West leads the diamond ace and continues with the king. You ruff the second diamond and pause to take stock. It all looks too easy but remember many a seemingly unsinkable contract founders on uncharted reefs simply because the declarer sees the making of the requisite tricks as plain sailing. Can you see the only distribution of the opponents' cards that might blow you away?

NORTH

♠K7
♥AQ92
♦J76
♣AJ84

WEST

♠542
♥
♦AKQT854
♣95

EAST

♠T96
♥T6543
♦92
♣T32

SOUTH

♠AQJ3
♥KJ87
♦3
♣KQ76

Solution: p11

the Kimberley Coast - Part 3

by Jenny Keegan



These are the falls where the American model Ginger Meadows was taken by a crocodile. The story goes that when the police recovered her body that she was on a bank and that both her arms were missing and that she just looked like she was asleep. They put her in a body bag and latched it on the bow of their boat but the crocodile tried twice to retrieve it in the night so after the second attempt they decided to up anchor and off.

Our next stop was Careening Bay where we went ashore to see the Mermaid Boab Tree. It was here in 1820 that Captain Philip Parker King careened his ship, the HMC Mermaid, to do some repairs. Whilst there they carved the name of their ship and the date in the trunk of a boab tree.

On to Sampson Gorge and past Kuri Bay where there used to be a pearling community, but at the present time there is no action. From there we went to Camden Harbour, site of one of the greatest land frauds to be inflicted upon Australians. In 1864 a group of Australians were convinced that the area, promoted as being only 270 miles from Perth, held good grazing and agricultural potential but it turned out to be an absolute disaster with all the sheep dying and a lot of the people also- some returned to Perth but a few remained and we visited Sheep Island and the burial site of the first woman to be buried in the Kimberley, her name was Mary Pascoe. We anchored for the night in Saint George Basin.

Next day in paradise was to travel up the Prince Regent River named by Cpt. Philip Parker King in 1820. We took the Discovery One right up to the rock face of the King Cascades where we all stood on the front deck in our cosies having a great time as the falls cascaded down upon us, laughing and drinking the beautiful fresh cold water.

On to the Hunter River named after Lt. James Hunter, the surgeon on the HMC Mermaid. The Hunter is only 40km. long but it is spectacular. Very high cliffs and the iconic "sphinx" rock (called a tor) standing sentinel over this natural beauty. We anchored at Porosus Creek in the Hunter and from there we enjoyed a little crocodile spotting.

Then on to Naturalist Island where we left our home for the last ten days to take a flight in a helicopter up to Mitchell Plateau passing over the wonderful Mitchell Falls and a birds eye view of the plateau. From there we flew back to Broome flying over the area we had covered by boat.

POOCH PARADE



My name is Betsy and I'm a Jack Russell Terrier, but my Mum says I'm a Jane Russell. My Big sister's name is Molly and she's a Tenterfield Terrier. I'm the outgoing one in the family, even though I'm only two years old. Molly who is ten years old is very timid till she gets to know people.

Our dad and Mum (Jeff and Louise McTaggart) take us for walks.

We park at the Yacht Club and walk over to Carrington and have a swim at the Rowing Club and then Dad and Mum like to have lunch and a drink at the Club and we lay outside because we are worn out by then from our walk and swim and are happy to watch the world go by while they enjoy the great meals and wine available at the Club.

My Dad hardly ever misses supporting the Friday night raffles either.



Time for a lie down in the shade in front of the Club



News from **NEWCASTLE PORT CORPORATION**

SAFETY ON PORT WATERS THIS SUMMER

Newcastle Port Corporation takes the opportunity to wish all port users a Merry Christmas and to remind them about safety on the water at this busy recreational time of the year.

The port is one of the largest coal export ports in the world and currently is recording about 3,650 commercial shipping movements each year. It is not unusual on a busy day to have about 20 shipping movements in a 24 hour period.

The ships that visit Newcastle are large and can measure up to 300 metres in length and be 50 metres wide with gross tonnage exceeding 100,000 tonnes. These large bulk carriers displace more than 100,000 tonne in the arrival light condition and displace close to 180,000 tonne in the loaded departure condition.

Departing within high water tidal windows, these ships have a draught in excess of 15 metres and only have about 1.5 metres of water beneath the keel (UKC) in the harbour channel.

The safe navigation tracks that ships follow within the harbour are very precise with very little room for deviation. A large ship may only be able to deviate no more than 20 metres before being severely affected by hydrodynamic interaction with the shallow areas at the edge of the main buoyed channels. Such deviations can result in ship handling difficulties and can endanger the safe navigation of the ship.

It is important to appreciate that ships cannot stop, turn or alter course easily. Should these types of actions be required due to proximity or risk of collision with small recreational vessels, the safety of both the small vessel and ship are at risk.

A large, loaded ship can take up to two miles to stop and visibility from the navigating bridge is restricted. It is easy to lose sight of a small vessel under the bow of a ship as a large ship in ballast can have a blind distance ahead of up to 600m.

A ship under pilotage in Newcastle is always monitoring VHF channel 9 and 16. A ship attempting to make VHF contact with another small vessel would normally call on the safety channel VHF 16. If possible, monitor VHF channel 16 for any ship sourced communication.

The message about safety on port waters during summer follows Newcastle Port Corporation and port-related industries launching a campaign to improve safety levels as trade continues to increase and diversify.

COMMON SOUND SIGNALS FROM VESSELS

- One short blast – I am altering my course to starboard
- Two short blasts – I am altering my course to port
- Three short blasts – I am operating a stern propulsion
- Five short blasts – I am in doubt about your action taken to avoid collision
- One long blast – I am nearing a bend here another vessel may be obscured by an intervening obstruction

General Manager Operations, Ron Sorensen, said safety was the No. 1 priority for Newcastle Port Corporation with the wish to transfer that culture to all sectors of the port community.

“The Corporation’s ultimate aim is for Newcastle to be Australia’s safest port and we have strong support for that endeavour.”

Representatives from Newcastle Port Corporation, Maritime Union of Australia, stevedore companies and port operators have met and established the Working Safely in the Port of Newcastle Committee.

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Image -M. Eggleston

Michelle Payne will be taking over from Wayne Fitness as Boating Safety Officer (BSO) Newcastle from 1 December 2010. The following report is Wayne's last before his retirement.

More information on preventing fire on boats is available at <http://www.maritime.nsw.gov.au/sbh/emergencies.html#fire>



NSW Maritime Boating Tips

I'll use my last post on your Newsletter to give a timely warning against fire. I am sure that by the end of this boating season you will see graphic video on the news of a boat going up in flames somewhere.

A recent change to NSW legislation requires all vessels with either electric start or having an electric motor to carry a fire extinguisher. I advise people that the Cooks Hill Fire Brigade takes a long time to respond to a fire two miles off Nobbys, so you should be prepared to look after yourself. A fire at sea limits your options.

A recent example was a fire on board an 11m powerboat in Middle Harbour on 6 November which resulted in one man being conveyed to hospital with serious burns. He was the only person on board at the time. Fuel on boats must be treated with caution at all times and that is particularly the case with vessels fitted with petrol inboard engines. Petrol has a much lower flashpoint than diesel and its vapours ignite far more easily.

Petrol fumes are denser than air and tend to accumulate in a vessel's bilge if not properly ventilated. Petrol fumes can easily explode if there are any ignition sources present.

The main risk is during or just after refueling, however fire or explosions can occur at other times if sufficient vapour is present – say from a fuel leak.

Extreme caution needed to be taken anytime fuel vapours are present, with the shutting down of all electrical systems and ventilation.

Should you have a leak in your gas system the gas will settle in the bilge waiting for an ignition source.

A more dangerous fuel source on some boats is LPG, this gas is invisible, odourless and heavier than air, and it can disperse to a 2% concentration in air and still remain explosive causing a BLEVE (Boiling Liquid Evaporating Vapour Explosion).

The following is an excerpt from the Coroners inquest into a fire at the Royal Motor Yacht Club at Woollooware on the 18 August 2006. It highlights the perils faced by firemen trying to contain an outbreak of fire in a situation that is very similar to those at your club.

CORONERS COURT OF NEW SOUTH WALES

Inquiry into the fire at the Royal Motor Yacht Club, Woollooware 18 August 2006

28- 31 October 2008

24 November 2008

Sydney Coroners Court, Glebe

Deputy State Coroner H.C.B. Dillon

58. Apart from the toxic smoke and intensity of the fire itself, a number of other hazards presented themselves to fire-fighters:

- Fuel lines ran under the wharf containing petrol and diesel fuels. Although the lines were cut off by club staff, residual fuel contained in the lines leaked onto the water from lines ruptured by radiant heat, causing fires to burn on the water;
- The boats themselves were not only highly combustible but contained explosive loads of fuel, LPG cylinders, flares, batteries and other items. At least at the beginning of the incident, the quantities and types of fuel on the boats immediately in danger or on fire were not known to fire crews;
- The wharf itself was a dangerous platform from which to fight the fires. It was narrow; the planking was uneven; hose lines were a significant trip hazard; there were no handrails but an ankle high rail ran the length of the jetty; and, from time to time, flames would flare up from floating fuel burning below the wharf. The fact that fire-fighters required breathing apparatus and full equipment increased the risk of tripping and falling into the water. Any fire-fighter who fell into the water would probably have drowned due to the weight of his or her equipment unless rescued immediately. There was at least the potential for the wharf itself to catch fire at one point, further impeding the fire-fighting effort and creating serious danger for the fire-fighters.



Fire broke out on a boat at the Newport Anchorage marina on Sydney's Pittwater and caused major damage to at least eight large pleasure boats as well as jetties. The fire spread rapidly from boat to boat due to strong winds. Photo by David Bray.

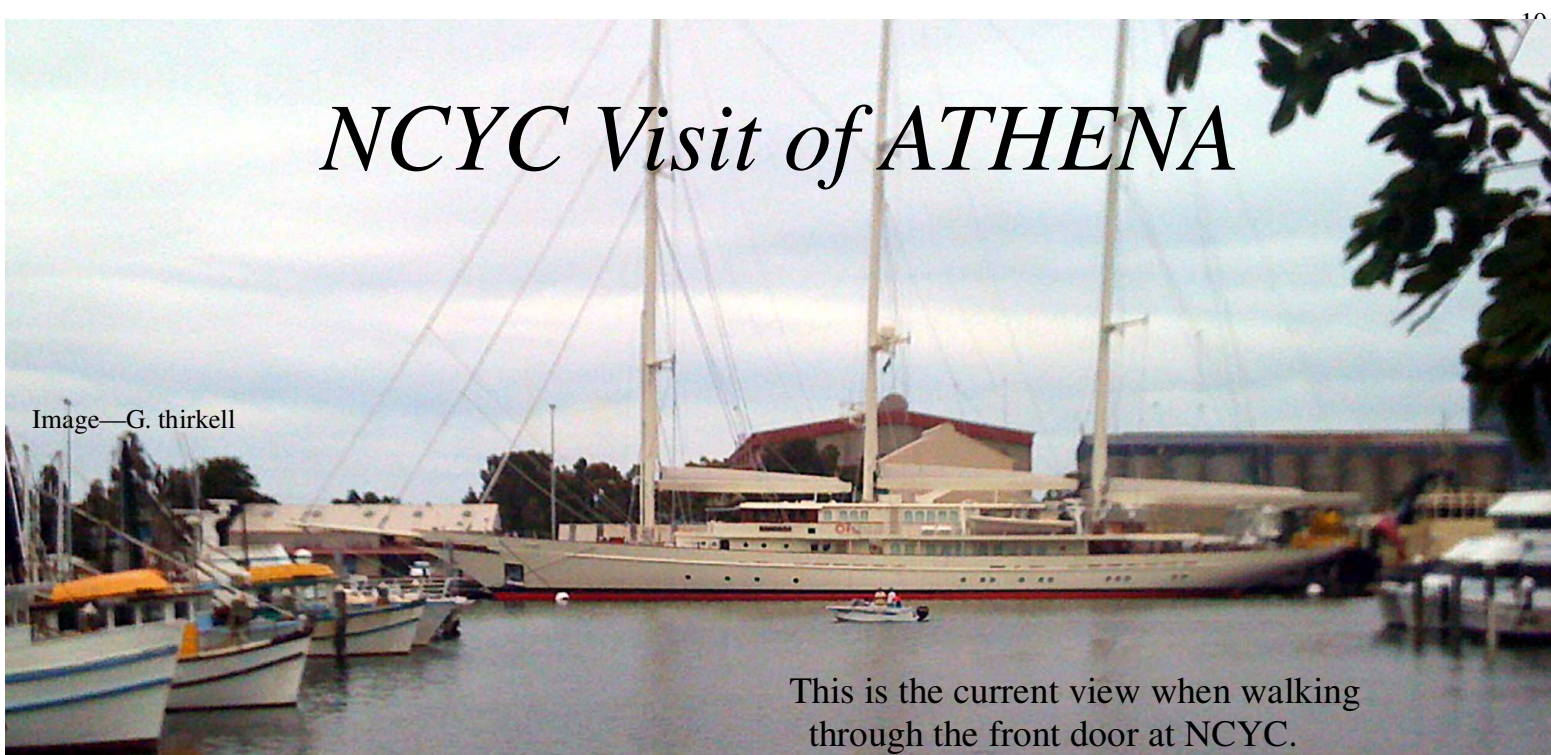
On a personal note I thank all those who have made my job a more pleasant experience. If everyone remembered that Good Seamanship is just an application of common sense then the "Fun Police" would not be needed and I would have had to get a real job!.

Wishing you all "Smooth seas and a following wind"
Wayne Fitness

NSW Maritime Boating Officer, Hunter/ Inland Region
www.maritime.nsw.gov.au

NCYC Visit of ATHENA

Image—G. thirkell



This is the current view when walking through the front door at NCYC.

Image—B.Hall



Rod Johnson, Daryl and Linda Hall with three members of Athena's Crew: Kay, Max and Neil

Invariably, after one look at the graceful lines of this 90m super yacht the questions start. **We visited 'Wikipedia' for some of the answers:**

"Athena is a clipper-bowed 3-masted gaff rigged schooner built by Royal Huisman Shipyard in 2004 for internet entrepreneur James H. Clark. Clark purchased a 47.4 meter sloop, Hyperion, from Royal Huisman in 1998. As Hyperion was nearing completion, Clark began to consider the possibilities of a larger yacht, which could include a theater, library, more guest space and a more capable galley.

Athena can be chartered from €250,000 per week in the Caribbean, or in summer 2010 cruising the South Pacific, with charters there start at €275,000 per week. Athena is the winner of the Show Boats International Award for Best Sailing Yacht over 40 Meters for 2004."

"The NCYC had the pleasure of being the local 'watering hole' and restaurant for the crew off the beautiful vessel ATHENA. No doubt everyone has seen her.

Over their short stay, the crew have shown us their wonderful friendship and have been an absolute 'barrel of fun' to be with.

We will be saddened to see them go but their new acquaintances at the Club have *invited them* to "please come back" in the future, even if they have to change their course."

by Linda Hall



Image—Brooke Hall

Move over Coal..... Here come the boats

Story and images by Chris Griffiths



Chris was recently commissioned to look after the unloading of two vessels from a ship berthed in Newcastle Harbour after sailing from USA.

I was given a schedule of when the boats would be lifted off and for the most part, the schedule was adhered to reasonably well. The first of my charges, a Bayliner 42, was lifted into the water and the first test was to see if it would start. (I'd already checked the raw water intakes etc when on the ship so that there would be no delay in getting it to the Marina). But, Murphy was on board already and, of course, it wouldn't start. Luckily, Marine Rescue was there on hand to tow me to the Marina (Thank you Marine Rescue). And of course, Paul and Dudley were there on hand at the Marina ready to assist in getting the vessel secured – thank you both.

And so, to wait for my next charge – a Cruiser 52 (American brand valued I'm told at around USD1m). This was quite a 'flash' looking boat and when it's turn arrived to float in Newcastle Harbour, Murphy was not around and she started – lovely to hear those 750HP Cat diesels purrrrr. No trouble in taking this one to the Marina to fit in to one of the now scarcer berths. Paul and Dudley were there again – busy boys that day!



Now to wait for Customs and Quarantine to do their thing.. and wait...and wait. Besides being thoroughly inspected and 'prodded' all over by the Quarantine personnel, nearly all the vessels were checked with 'thermal imaging' to make sure there were no 'nasties' within any of the timber or other likely areas of the boats.

You might wonder why people would buy vessels from overseas, pay for them to be shipped to Oz and then have them taken to their home port. Well, apparently there's quite a bargain to be achieved – especially if the exchange rate is good. One of the boats was purchased for USD100,000 and even with a USD50,000 transportation fee plus another import (or whatever) tax of AUD30,000, it's still cheaper than any comparable boat in Oz. Another was purchased for USD224,000 plus transport plus tax and it was still cheaper than a comparable boat here – so I'm told.

To be continued

Crew of Marine Rescue standing ready



Marine Rescue on hand

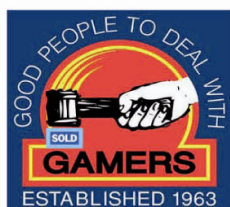


ON THE BRIDGE

With Paul McGrath

Solution to the problem posed on p6:

A 5-0 break in hearts is the only issue. If West has five hearts you will need to abandon ship. However, if East holds the five hearts it may be possible to navigate a safe return to harbour. So, cash a top heart – West shows out. Now your best hope will be to find East with 3-3 in the black suits (there are some additional distributions which may also allow you to get home). All you have to do at this point is cash three top spades, pitching a club from the North hand and continue by cashing three top clubs. Finally, cross-ruff the hand so as to avoid allowing East's trump ten to take a trick.



NCYC
thanks our
Sponsors
for the
2010 - 2011
Sailing Season





Coming Events

Wednesday 1 December 2010
RSVP for Blessing of the Fleet
 (See program on this page)

Thursday 2 December 2010
Entries close for the 2011 National Maritime Festival 'Harbour Lights Parade' (sponsored by FORGACS)
 call Erica: 0411 461075 – www.nationalmaritimefestival.org.au

Sunday 12 December 2010
Blessing of the Fleet
 Svitzer Marine Tug Ballet
 Trawler Cock of the Harbour
 Lady Skipper Race

Sunday 19 December 2010
Inaugural Christmas Pursuit Race
 (Normal Summer Sunday racing times)

3pm 19 December 2010
NCYC Christmas function
 See p3 of this newsletter

New Years Eve at the Club
 See p3 of this newsletter

Sunday 9 January 2011
Summer Short Ocean Pointscore Race 1

18 January 2011
 6.30 pm
 in the Marquee
Members briefing with the Board
 • update for members
 • Members feedback,
 • Member suggestions
 • Member concerns.

Sunday 9 January 2011
Summer Short Ocean Pointscore Race 1

Tuesday 25 January 2010
2011 National Maritime Festival 'Harbour Lights Parade' (sponsored by FORGACS)
 Great prizes for vessels in this inaugural flotilla
 9.00 pm Fireworks

Australia Day, Wednesday 26 January 2011
National Maritime Festival
SADDINGTON'S Quick and Dirty
 Boat Building Competition
 (see contact information above)

26, 28, 29,30 January 2011
NCYC and LMYC Races
 Incorporating :
 • Australia Day events,
 • Friendship Cup,
 • Combined Ocean Pointscore.

Friday night raffles
Ticket sales start 6.30pm

Newcastle Cruising Yacht Club Blessing of the Fleet. 12 December 2010.

Program

- 10-11am **Order of Blessing**
 Participants collect your list
 at the NCYC licensed club.
- 11-30 am **Vessels Muster,**
 (In list order) in the Basin
- 12-00 **Welcome Address**
 by Commodore Phil Arnall.
Blessing by:
 Rev Garry Dodd & Fr Stefan Sapun
 (NCYC & Seafarers Centre
 Chaplains)
Special Guest
 Newcastle Lord Mayor John Tate
 At Queens Wharf
- 12-30 pm **Svitzer Tug Ballet**
 at Queens Wharf
- 1-00pm **Cock of the Harbour Fishing Trawlers.**
Pilot Station to Queens Wharf
- 1-25 pm **Warning Signal**
 NCYC Short Ocean Race Lady Skipper Race
 at Scratchleys Restaurant
- 1-30 pm **Warning Signal**
 NCYC Harbour Race
 at Scratchleys Restaurant
- 5-00 pm **Prize Giving for Race Winners.**
 at NCYC

*An Invitation is extended from the NCYC Rear Commodore
 Paul Gleeson*

*Further Details and the Blessing of the Fleet Boat
 Registration*

Form www.ncyc.net.au

RSVP: 1/12/10 sailing@ncyc.net.au

11-14 February 2011.

Hobart Wooden Boat Festival

Held once every two years. Tall Ships to model boats.

- * **A couple of small flotillas** of NCYC boats are being formed to sail to this event.
- * A number of **individuals** are flying.
- * **Novocastrian get-togethers** are being organised.
- * More Information?
www.australianwoodenboatfestival.com.au/html/boatreg.html
- * Interested in joining the group at the Festival?
 Email info@ncyc.net.au Subject: Hobart Wooden Boat Festival