



NEWCASTLE
CRUISING
YACHT
CLUB

NCYC

NEWSLETTER

October 2010



Ye best be talking like a
Buccaneer!

Aaaarrr

NCYC

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

CLUB DIRECTORY

PLEASE NOTE NEW EMAIL ADDRESSES

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 Department	000
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/>

Editor: Gloria Thirkell Graphics: Michael Eggleston

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

It has been a busy time at the Club over the last while. The sailing season has started in earnest with the Spring Pointscore races commencing early September and those sailors who didn't compete in the Winter Pointscore coming out of hibernation.

During September I was pleased to represent the CYCA and present on their behalf an allocation of funds from their SOLAS trust to the Westpac Rescue Helicopter Hunter Group. The SOLAS (Safety Of Life At Sea) trust was established by CYCA in 1998 following the traumatic Sydney to Hobart race and has amongst its objectives the support of organizations engaged in any marine rescue of personnel engaged in Yachting Australia sanctioned events. The opportunity was taken to also present to the Westpac Rescue Helicopter Service, funds raised through our Friday night raffles. A most grateful Richard Jones said he appreciates the support and hopes that we will not need the use of their service. So do I!

We are now the proud owner of a "new" mark laying vessel, a rigid inflatable boat [RIB] that has been named "George Keegan" with the kind permission of Jenny Keegan. It has already proved its worth and will ensure a higher level of professionalism in the conduct of our races and regattas going forward.

Our presentation night was a resounding success. See p4 for photos. Congratulations to award recipients and special congratulations to the Social Committee, management and staff for a wonderful night. It is a special event on our calendar and the organizers did it justice.

For those members who have overlooked paying their current dues I urge you to do so or ring the office if you would like to discuss a change in category or time to pay as our rules will not allow non-financial members privileges past the end of October.

Finally, after having served on our Board for five years, Steven Jones will retire from the position of NCYC Treasurer and as a director. On behalf of the Board I express thanks to Steve for his contribution and guidance in financial matters. The Board is delighted that Kym Butler has accepted the position of Treasurer. Larry Curtis has joined the board to fill the casual vacancy created by the retirement of Steve.

Phil Arnall, Commodore



Commodore's Message

Left to right: NCYC Commodore Phil Arnall; Westpac Rescue Helicopter Service Representatives, General Manager Richard Jones and Partnership Coordinator Milena Hartnett; NCYC Representatives, Club Captain Ernie Thirkell and Fundraising Raffle organiser Robin Hillery



In this issue

A bi-monthly publication

1. Cover photo - Maree Eggleston
2. At the Helm – Commodore
2. Directory
3. NCYC, Your Club
4. Social news -Vice Commodore & Social Committee
5. Sailing -Rear Commodore -Sailing Office
6. Safety /Community Support - Club Captain
6. On the Bridge problem - Paul McGrath
7. The Kimberley Coast II -Jenny Keegan
7. Pooch Parade
8. Newcastle Port Corporation news
9. NSW Maritime Boating Tips - Wayne Fitness
10. Getting to Know You
10. On the Bridge Answers
11. Move over Coal—C.Griffiths
12. Sponsor acknowledgement
13. Coming Events
13. Sailing With disAbilities

Newcastle Cruising Yacht Club

MARINA - COMMERCIAL CENTRE - LEASED BOATYARD - LICENSED PREMISES

Dear Member,

The licensed club continues to trade well and offer first class amenities to you and your guests. The excellent menu is regularly updated and I encourage you to support your club.

We are dependent on the quality of our service and encourage constructive feedback from members using our facilities so that we can maintain the high standard you have come to expect.

We don't normally make note of staff changes in the newsletter, but there are exceptions to every rule. We have recently with reluctance accepted the resignation due to ill health, of our yardman Alan Kemp. Alan was the first employee of NCYC, having been recruited by George Keegan in the days before the Commercial Centre was built. He had an early morning shift seven days a week, and having everything in "ship shape", was long gone before most of you arrived at the marina or land premises. It was with genuine regret that Alan resigned, and I know that I speak for all of you when I wish him well for the future.

Roy Baker,
Chief Executive Officer

REMINDER FROM THE DOCKMASTER

Please return trolleys to the lock-up bay as soon as possible after use.



Rotary Club of Newcastle Harbour Melbourne Cup Calcutta night

Monday 1 November 2010 at 6.30pm

- **Compere:** Mike Rabbitt
- **Music:** King Shakey
- **Fashion Parade:** Vanessa Swilks
- **Proceeds:** Hunter School for Children with Autism
- **Tickets:** \$65 includes food and drink
- **Contact:** NCYC 02 4940 8188

MELBOURNE CUP LUNCHEON

Tuesday 2 November 2010 at 1.00pm



- **Three course lunch**
- **\$50**
- **Entertainment**
- **2 drinks per person on arrival**
- **Lucky door prizes**
- **Prizes for best dressed**
- **Air conditioned comfort**
- **Sweeps**
- **Bets taken for the main race**
- **Limited numbers**

OUR PEOPLE



Andrew Hall, a newly promoted NCYC Bar Supervisor, has worked at our Club for the past twelve months.

Previously he was a Shift Supervisor with a pizza chain for seven years.

Andrew who grew up at Merewether, enjoys surfing and snowboarding. His other hobby is flying which he does from Rutherford. He is currently half way through achieving his private pilot licence.

THE MARQUEE

Our Marquee has proved to be an outstanding venue for a wide variety of functions: parties; seminars; dance disco's for Life without Barriers; monthly meetings; NCYC General Meetings and more.

Lozzie Macey sent in the following report on one of these successful functions:

"More than 100 NCYC members and guests filled the marquee on August 19 to hear Bob Ansett present his views on making your business work better."

A well-know entrepreneur, Bob's talk centred on having a 'can do' attitude that delivers best possible customer service and creates a great image and customer loyalty."

The event was hosted by NCYC sponsor Thrifty and showcased the club's ability to deliver top class food and service."

Many of the guests were first-time visitors and commented that they looked forward to returning to the club and 'Galley' Restaurant."

The versatility of the marquee as a function venue is highlighted when contrasting the abovementioned function with the planned high energy NCYC Christmas function featuring Santa arriving with his sack of lollies, and exhilarating music by Hugh Gordon. Read more about this function p13."

Michael Smyth
Club Manager



FROM VICE COMMODORE JIM HOLLEY and SOCIAL COMMITTEE

The past two months have been particularly busy for our Social Committee. We organised Presentation of Trophies and Prizes night and the Mega raffle which was drawn on that night. Ten percent of the proceeds from that raffle were donated to 'Sailability'. Your Social Committee also made a donation on your behalf of the proceeds from the 'Talk Like a Pirate Day' barbecue. This money went to 'Kids with Cancer'.

We had wonderful feedback from attendees at NCYC's sixth annual **Presentation of Sailing Trophies and Prizes evening**. It was another hugely successful event organised by your Social Committee. The food was excellent, people were grooving to the music and the happy atmosphere was electric. None could better the attentive service by our staff.

Lucky winners of our Mega Raffle drawn at the presentation function are as follows: 1st prize, a Seaplane return trip to Sydney, bed and breakfast at the Casino, with Water Taxi transfer each way - *Warren Amos*. 2nd prize, a \$200 Gift Voucher at East Coast Marine & Sail; 3rd prize, dinner for two at NCYC with a complimentary bottle of wine - *Maree Eggleston*.

Newcastle School Portraits took a series of outstanding photos of prize winners and guests. These are available for viewing and online ordering via their website: www.newcastleschoolportraits.com To get the password, phone 02 4965 4114. The selection of images below was supplied by Kaz Crump whose camera was busy in various hands all evening, with some very interesting results.

Darlene & Bob



Jenina & Jon



Ross & Lorraine



Kris & Len



Lorraine & Dianne



International *Talk like a Pirate Day* on 19 September was celebrated in fine style with the Social Committee providing Sausage or steak sandwiches and live music in the marquee from 3pm. The Hugh Gordon duo with a huge repertoire of sea shanties and appropriately themed songs from various eras, had the crowd enthusiastically joining in impromptu sing-alongs, and dancing which might best be described as lively.

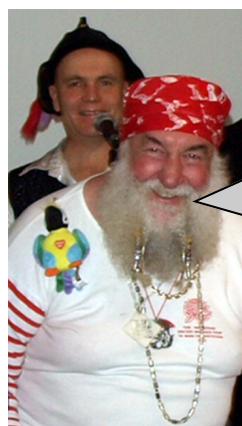


Our Sunday \$6 bacon and egg breakfasts are becoming the thing to do. Sunday 25 September was a record day. The last fifteen meals had to be served on plates as we had run out of breadrolls.

Projects coming up in the next few months include the NCYC Christmas party (see p 13 for details) and a formal Black Tie event for New Years Eve. There will be more details about this in the December newsletter.

If you have any suggestions for consideration, please contact any of our Social Committee members: Len Croft; Mick Eggleston; Petro Gleeson or Kris Rickard, who can raise it at the next monthly meeting.

Jim Holley, Vice Commodore



AHOY
ye landlubbers
an' Jack Tars!
On 19 September 2011
ye better be usin' the
Buccaneer talk or risk a
keel haulin'!

See p 10 for the regular
Getting to know You

THE REAR COMMODORE'S REPORT and SAILING

From the Rear Commodore

The 2010-2011 season got off to flying start with Founders Day being blown out by 50knot + winds. It is hoped to set a date near Christmas to ensure the fleet does not need to go through the season unblest – some of us need all the help we can get!

The first Pointscore race of the season occurred on 12th September with 9 starters in 1st division and 6 starters in 2nd. A special welcome to Marta Jean (a J122) and Astrid (Hanse 411) who have just joined the racing fleet. PHS winners were Winifred (good on you Col & crew!) in 2nd division and Long Time Dead in 1st division (with a team that included Stephen McKay, Mark Richards and Andrew Cribb from YNSW – a front row like that could have helped the Wallabies on Saturday night). IRC honours went to Raging Bull fresh from a multi million dollar refit – the Bull looks like the boat to beat in IRC again this year! Another notable new entry is the new One For The Road, Kim Butler having upgraded from his Northshore 370 to an Archambault 40.

Also on Sunday 12th September we had “Try Crewing Day” sponsored by the Boating Industry Association and organised by Yachting NSW. It was a great success with eighteen enthusiastic new starters taking part and appearing to thoroughly enjoy the day. Special thanks to BIA and YNSW for their support and particularly to Andrew Cribb for his enthusiastic organisational skills.

Another initiative to assist skippers to find crew and crew to find boats is to be found on the web site. Just go to the home page and follow your respective noses to the appropriate area/s. Special thanks to Richard Arnall and Gloria Thirkell who have put in a lot of work to get it up & running.

Paul Gleeson, Rear Commodore

Keen starters for Try Crewing Day



From the Sailing Office

The 2010-2011 sailing season commenced with the launch of the new look Sailing Handbook on 30 August. The Sailing Handbook 2010- 2011 contains the sailing seasons Instructions, Courses and Calendar. The special skippers and crew meeting held for the launch provided the Sailing Committee the opportunity to present their Instructions and new Courses for the Season. The questions from the floor had Roy demonstrating on the whiteboard and Ernie contributing from the floor on what to expect with the new courses. A big thank you to the Course Committee for their work onwater and onshore in preparing the seasons courses. Skippers and crew will need to have the Sailing Handbook on hand for weekly short ocean racing and longer ocean racing. Additional copies are available from the Office. The Sailing Committee is looking forward to additional Skipper, Crew meetings throughout the season.

The Ocean Pointscore commences on Saturday 2 October with the Combined fleet of Lake Macquarie Yacht Club and Newcastle Cruising Yacht Club sailing OP Race 1 Redhead to Port Stephens. The race start time is approximately 10am at Redhead. If you are interested you may like to observe the racing yachts as they pass Newcastle approximately one hour after start time. You will see them offshore from any of our beaches or vantage points. Sunday 3 October is the return race OP Race 2 commencing at Port Stephens at approximately 9am. The combined fleet adds an extra dimension to the race in the added competitors and the opportunity to compete over several pointscores.

Wednesday 6 October is the first race of the Twilight Sweepstakes. Twilight racing starts at approximately 5-30pm in front of Scratchleys Restaurant and the fleet sails a short ocean course. Keep an eye out for Schouten Passage, a Beneteau 40, who sails Twilight with Jan Howard as skipper and an all female crew. Jan said that this Twilight the crew will be hoisting their spinnaker making them a competitive boat for the weekly race prize. The last Twilight of the month is a Pursuit Twilight where each yacht starts at their allocated time and races the course to catch up or stay ahead. In Pursuit racing first over the finish line is the winner. Pursuit racing is well worth watching.

A great viewing point for the all the races, Sundays and Wednesdays, is Scratchleys Restaurant for the starts and Fort Drive to view the fleet racing the course. I have noticed an increase in spectator interest at the start line and along the foreshore. You may be interested to know that the fleet enjoys the audience.



PT73 Image by Kaz Crump

FROM THE CLUB CAPTAIN

On p2 Commodore Phil Arnall mentioned the recent purchase of an inflatable RIB, the “George Keegan”. What follows is a general outline to aid our non sailing members in understanding the improvement this second vessel will make to the standard of sailing which NCYC can provide.

Under normal circumstances the “George Keegan” will join “Wombat” laying the course. Crew of both CV’s will be in touch by radio. An initial Marker Buoy (usually referred to as a Mark) will be layed, and the second vessel will then lay the next Mark on a specific heading from the first Mark. The heading is decided according to the wind direction.

The CV’s remain in the vicinity of the Marks. A board on the vessels is used to display the heading to be sailed to reach the next Mark. If there is a change in wind direction the next Mark can be moved by the adjacent vessel to provide an optimum course. This facility provides for a more professional approach to our sailing.

Both CV’s have large open deck area with room for carrying the inflated Marks which are large orange inflatable buoys approximately one metre in diameter. Marks for the specific use of division 2 during a race are yellow spherical buoys of the same dimensions.



‘Wombat’ - leased from NCYC Founding Member Phil Mooney.



The RIB ‘George Keegan’ - Recent purchase by NCYC in support of sailing.

Our CV’s have a variety of duties apart from mark laying and retrieving of these after the race. For some events Yachting Australia requires that we have rescue boats on the water. The “George Keegan” will be a rapid response rescue vessel in the event of emergency, with enough floor room to lay a person down for transport if necessary. The inflatable sides enable the vessel to come alongside yachts without causing hull damage.

An invitation extended to interested members to apply to join the roster for one of our two CV’s. On site training is available.

Presentations of Funds raised by Raffles

The Friday night raffles are run by NCYC Skipper Robin Hillery who is ably assisted by a keen group volunteers. Our sponsors for this raffle are: ‘Hunter Valley Premium Meats’; ‘Yellow Door Fruit and Vegetables’; NCYC Race week Sponsors’ and ‘NCYC Galley’

As a result of the continued efforts by these people, we have once again been able to make substantial donations to both the Westpac Rescue Helicopter Service (see p 2) and the Port Hunter Sailing Skiff Club’s Juniors—the Flying Ant Division.

On Saturday 25 September your Flag Officers attended the excellent presentation on sailing basics by Olympic Coach Craig Ferris at PHSSC as part of the Flying And Skiff Sailing Association’s Class Development Program in Sailing for the year. Before the start of the presentation to an eager group of youngsters, NCYC Rear Commodore Paul Gleeson presented a cheque to the Juniors President, Harvey Plumstead on your behalf.

Ernie Thirkell Club Captain

ON THE BRIDGE

With Paul McGrath

Some Recent news:

Robyn Fletcher and yours truly sailed off to Brighton, England, to play in the English Bridge Union’s biggest bridge tournament there in early August. If the truth be known we didn’t actually sail but caught one of those big birds in the sky – much quicker these days you know! One of the wonderful aspects of bridge as a sport is that even the ordinary player can compete against the best players in the world. And, of course, there were lots of international bridge stars playing as well as many fascinating deals.

Problem:

In their very first match your intrepid travellers came up against a top Scottish pair. Sometimes it pays to be just a little devious, not too blatant or the ploy may be spotted easily, a bit like the saying ‘small fish are sweet’. So, with that in mind what would you lead from the South hand in the deal shown after your opponents land in 6D by East?

NORTH

♠K952
♥3
♦743
♣A9863

WEST

♠J8
♥AKJ98
♦AT
♣KQT5

EAST

♠AT743
♥7
♦KQJ985
♣J

SOUTH

♠Q6
♥QT6542
♦62
♣742

the Kimberley Coast

- Part 2



by Jenny Keegan

King Cascades in Prince Regent River



*In the last installment we left Jenny here.
at Crocodile Creek where at low tide the water level is way below the rock pool and there
is a ladder you have to climb to reach the waterfall and rock pools.*

After leaving Crocodile Creek: We then enjoyed a bbq lunch at Squatter's Arms at Silvergull Creek where Phil and Marion have lived for the past 16 years. They arrived there in their yacht 16 years ago and decided to stay.

We were told they usually go around naked and only "dress" when they have visitors and they tell us they have 300 visitors a year. The lady wore shorts and a top but the man was just in his underpants. '

They have built a hut among the trees and have a vegie garden and some beautiful plants and trees. They also have a "swimming pool" - a big tank fed from their fresh water spring with the water flowing in one side and out through a hole on the other side. It is cohored over and they have chairs and a table in it. So we all had a lot of fun there.

After our BBQ lunch there we cruised past Koolan Island and made our way to Talbot Bay home of the Horizontal Waterfalls where we anchored for the night and had the company of six Tawny Nurse Sharks that greet the boat each time they visit there and the crew hand feed them as they are quite gentle.

Next day we had to wait for the tide to be right to go through the Horizontal Waterfalls.. It was a thrilling ride on a Jet boat through the small opening of the horizontal falls and I was amazed at the amount of water once inside. After our exhilarating ride we motored up to Cyclone Creek further

up the bay which is a very safe anchorage for mariners when a cyclone or strong winds prevail. In the afternoon we cruised to Raft Point, home to some indigenous Wandjina paintings.

After another beautiful sunset and a good night's sleep we cruised from Raft Point to Doubtful Bay to the mouth of the Sale River one of the most beautiful estuaries. From there we cruised up Red Cone Creek to the majestic freshwater Ruby Falls. They were spectacular - much stronger waterfall and very scenic. Each night we used to go to the top deck and lie on the lounges and look at the myriad of stars that lit up the night - what a sight!

We headed up the coast to Langgi to take a walk along the beach through all the weird and wonderful rock formations. One can visualise all sorts of images in the rocks and the Worrara tribe believe Langgi is the site of an ancient battle between two tribes of Wandjina and the rock ornamations are their petrified remains. Next stop is Montgomery Reef, named after Andrew Montgomery, surgeon off the Bathurst. The 400sq. km. Reef is fully submerged at high tide then appears to rise from the water as the tide drops, creating hundreds of small cascades.

To be continued



Every day he is walked along the foreshore, taking a great interest in passing boats and general comings and goings, but there is no way that Rory, the Chihuahua with a Basenji attitude is going to be persuaded to try the sailor's life. Perhaps it

Is because he has seen the size of the beaks on the pelicans or has heard that nightmarish urban myth!

Rory's family came from Mexico, but must have fallen on hard times because 10 years ago he found himself seeking refuge at the RSPCA.

He was adopted when Flossy and Kip were small - making him the perfect size for the family and is now probably Newcastle's best loved Chihuahua.

Rory's has a very busy attitude and can often be found in the kitchen tidying up any food scraps, before they even hit the floor. Since joining NCYC Rory's owners Lozzie Macey and Ray Blackburn have become well

known for their helpful attitude and willingness to pitch in and assist with any social or sailing event that is in need of volunteer backup.

Lozzie is a regular on the roster for the Social Committee's Sunday breakfasts, teamed with Mel, Rae and Steve, and often helps out with the Friday night raffles, scrunching up those tickets ready for the draw.

Ray has put a lot of time into crewing on the Committee Vessel "Wombat" during mark laying duties for NCYC races. Ray instigated the roster for "Wombat" volunteers, and was a primary agent in organising the first prize for the Social Committee's annual mega raffle of the past two years.

POOCH PARADE



News from NEWCASTLE PORT CORPORATION

BUSY CRUISE SEASON

Yachtmen and recreational boat users are being advised of increased cruise ship movements on the harbour this summer with a total of 14 cruise ship visits between September and March next year.

The home porting of the P&O cruise ship, *Pacific Sun*, has increased the volume of harbour traffic with the refurbished Channel Berth being a hive of activity for each visit.

Pacific Sun has 10 scheduled visits for the 2010-11 cruise season while four international cruise ships will visit Newcastle.

Cruise Hunter, which works under the umbrella of Newcastle Port Corporation to attract cruise and navy ships to the Hunter Region, says home porting allows passengers, especially many from the Hunter and nearby regions, to start and finish their voyage in Newcastle.

About 2,000 passengers are disembarking from *Pacific Sun* each visit before about another 2,000 passengers board for the next cruise.

Temporary facilities at the Channel Berth at Dyke Point worked well during the initial visits. Operations and traffic management plans were assessed after each visit and amendments made where required.

Vessel Name	Arrival at Berth	Departure	Berth
Pacific Sun	08 September 2010 06:00	08 September 2010 16:00	Channel Berth
Pacific Sun	18 September 2010 07:00	18 September 2010 16:00	Channel Berth
Pacific Sun	28 September 2010 07:00	28 September 2010 16:00	Channel Berth
Pacific Sun	08 October 2010 07:00	08 October 2010 16:00	Channel Berth
Rhapsody of the Seas	17 October 2010 08:00	17 October 2010 18:00	Dyke Point
Pacific Sun	18 October 2010 07:00	18 October 2010 16:00	Channel Berth
Pacific Sun	28 October 2010 07:00	28 October 2010 16:00	Channel Berth
Astor	19 January 2011	19 January 2011	Channel Berth
Pacific Sun	06 February 2011 06:00	06 February 2011 16:00	Channel Berth
Pacific Sun	16 February 2011 07:00	16 February 2011 16:00	Channel Berth
Pacific Sun	02 March 2011 07:00	02 March 2011 16:00	Channel Berth
Saga Ruby	05 March 2011	05 March 2011	Channel Berth
Pacific Sun	06 March 2011 08:00	06 March 2011 16:00	Channel Berth

Visit www.cruisehunter.com.au for the full schedule for 2010-11

Pacific Sun makes a picturesque departure from Newcastle after its maiden voyage on 8 September



NSW Maritime Boating Tips

DRESS FOR SAFETY: PUT ON A LIFEJACKET

New lifejacket rules to improve boating safety and reduce deaths from drowning have been released by NSW Maritime.

Twenty three lives have been lost in boating incidents over the past 12 months, and too often lifejackets have been found to be on board but were not being worn.

A Lifejacket can't save your life unless you're wearing it, and so the rules have been changed to ensure that in times of heightened risk it's now essential to wear a lifejacket rather than optional.

The new regulations haven't said a lifejacket has to be worn at all times. Instead, boaters were consulted to identify the higher risk boating activities where lifejackets will now be required.

These reforms are as much about education – reminding people that our waterways are fun and beautiful places – but they can also be dangerous and it's important to take care.

Nationally over the last 18 years over 500 people have drowned in boating accidents.

There have been four deaths along the Illawarra and South Coast. The deceased were not wearing lifejackets. There was a case in April at Montague Island, offshore from Narooma, where a boat was struck by a wave which resulted in a split hull. The 3 occupants were wearing lifejackets as the boat sunk and as a result, survived without injury.

A NSW Maritime lifejacket discussion paper had touched a nerve in the boating community with a record 3615 responses.

Wearing a lifejacket increases your chance of survival after a boating incident and it is clear the boating community takes this issue seriously,

Changes will take effect from 1 November 2010

There will be a 12 month advisory period whilst boaters get used to the new rules, where NSW Maritime will only penalise repeat offenders.

For more information, visit: www.maritime.nsw.gov.au

BACKGROUND INFORMATION

- Of the 3615 responses, more than 90% of submissions supported the idea of water-skiers wearing a lifejacket and for skippers to be more responsible in ensuring everyone onboard wears lifejackets when necessary.
- 86% supported lifejackets being worn during times of heightened risk.

The new rules for wearing lifejackets include:

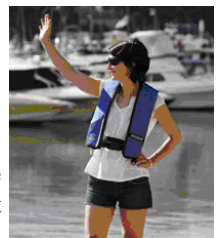
- By children less than 12 years of age when:
 - in a vessel less than 4.8 metres;
 - when in an open area of a vessel less than 8 metres in length that is underway;
- By all boaters in a vessel less than 4.8 metres in the following heightened risk situations:
 - at night;
 - on open (ocean) waters;
 - on alpine lakes;
 - when boating alone; and
 - when the boat is being used as a tender more than 400 metres from shore;
- At times of 'Skipper Judgement and Direction' in 'heightened risk' situations such as when the weather worsens or the boat breaks down;
- When water-skiing or wakeboarding;
- When operating a canoe or kayak on:
 - enclosed waters, when more than 100 metres from shore; and
 - ocean waters.

Type 1 Lifejacket

There are two types: fixed buoyancy and those, which are self- or manually inflatable. This type of jacket is generally easily identifiable due to the buoyant collar, which offers protection from drowning by maintaining a person in a safe floating position in the water.



On the left: fixed buoyancy Lifejacket.



On the right: manually inflatable Lifejacket

Type 1 lifejackets are:

- Compulsory for all persons on board vessels on the open seas;
- Recommended for remote inland water where search and rescue times may be long and conditions rough; and
- Recommended that passengers of small vessels wear a lifejacket whenever conditions are rough.

We will take a closer look at Type 1, Type 2 and Type 3 Lifejackets in the December issue of the NCYC newsletter.

Yours Aye
Wayne Fitness,
NSW Maritime Boating Officer,
Hunter/ Inland Region
www.maritime.nsw.gov.au

Getting to know You

NCYC Foundation Member John Peschar has been involved in sailing since just after WWII when he was about twenty four. This was when John and his brother Ed (currently an LMYC member) chartered a 12 foot BW by the day, to learn to sail on the river in Holland. In contrast to what we wear on the water today, correct dress for these occasions included a tie.

John's first boat after arriving in Australia in 1950 was 14 foot long and built at Speers Point. John Raced this at LMYC two up with the late David Lochart. The first big racing event for John was after he had upgraded to a plywood 24 foot Bluebird. This was a race from Swansea to Pittwater. The Bluebird took four crew: John, David, Phil Morris and Norm Sabeal.

John remained with LMYC for many years, with his successive yachts progressing in size. After the Bluebird came a Nicholson 32 foot "Walkabout II" from Pittwater, then a big step to a 44 foot wooden ketch built in Taiwan which John named "Dyfken" (Little Dove). She was named after the first Dutch ship to land in Australia in 1606 in Arnham Land. John eventually sold "Dyfken" to Charley Hollace who sailed it to Queensland many times over the following seven years.

Twenty five years ago John purchased his "Blue Moon" brand new from the boat show in Sydney. He needed a boat he could stand up in. The Olsen 44 has sufficient head clearance for John who as most of you know, stands at six and a half feet.

John's wife Pam loves sailing, so "Blue Moon" has provided the venue for many family events and cruises with children and grandchildren. Small wonder the grandchildren have such a bent for sailing!

The first time on a boat for John and Pam's grandson William Ryan was aboard "Blue Moon" on a cruise from Manly around Sydney Harbour. William was just four days old! Unfortunately (says John) he now finds the Olsen 44 too slow. At 22 William has been sailing 470's all over Europe and at the time of writing this, is being trained for the London Olympics. He has just returned from competing in the 470's in Europe.

On many occasions over the years the Peschars have taken "Blue Moon" to Sydney as a home base for William while he was competing in National 470 titles. The Peschar granddaughters, Jaimie (16) and Sasha (18) have just returned from Israel, having come 16 in World Championships for the 420's, and first of the Australian contingent.

It hasn't all been sailing for John, he did have to make a living after all. His first job in Australia was as a hardware salesman based in Bundaberg. His territory extended from Bundaberg to Cairns and Mt Isa.

John married Pam and they moved to Newcastle where they started a hardware shop. This grew to a discount store with eleven branches. After retirement the Peschars decided to stay in Newcastle and got into the wine business.



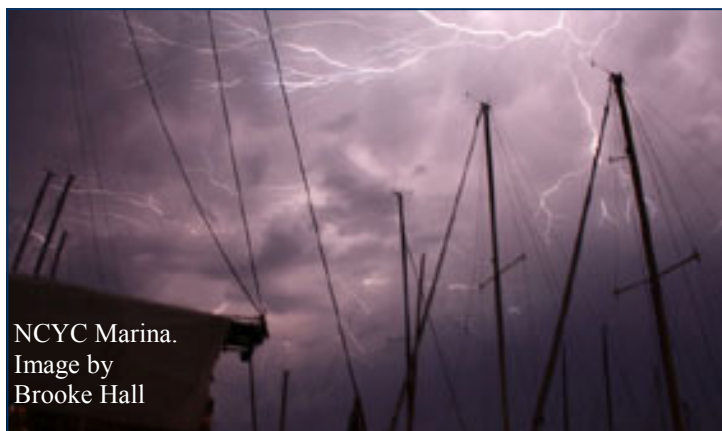
Bureau of Meteorology Seminar



Left to right: Mary Holley (NCYC sailing committee), Jim Holley, (NCYC Vice Commodore) Ernie Thirkell (NCYC Club Captain), Duncan Tippins (BOM, SA), Julie Evans (BOM, Sydney), Paul Gleeson (NCYC Rear Commodore), Paige Butcher (BOM, Williamtown), Gloria Thirkell (NCYC Life Member), Grant Conway (BOM, Williamtown)

The image above was taken 29 July at the Seminar in the NCYC marquee, attended by over 100 people. The seminar was conducted by Julie Evans, one of the Bureau of Meteorology's Senior Meteorologists, with the assistance of well known local Meteorologist Paige Butcher. Information about the Bureau's enhancements to Marine Forecasts and Warning Services can be found on:

www.bom.gov.au/marine/about/service-changes/nexgen-nsw-services-2010.shtml



NCYC Marina.
Image by
Brooke Hall

ON THE BRIDGE

With Paul McGrath

Solution to the problem posed on p6:

While a fourth highest lead from your longest and strongest suit is standard sometimes it can put declarer off-course to deviate slightly. If South has led the heart five (fourth highest) then through use of 'the rule of eleven' declarer can calculate that North could not hold the heart queen and so play low from dummy with impunity. Declarer could continue hearts and if North ruffs declarer over-ruffs, plays the club jack and will be able to draw trumps - entering dummy with the second round of trump to make the contract. On the lead of the heart six (just one spot removed from fourth highest) declarer might go wrong. North could hold the heart queen and declarer cannot risk a small card from dummy. It then becomes much more difficult to make the contract and indeed our revered Scottish declarer got blown away and the contract foundered just off the English Channel.

Move over Coal Here come the boats.



Story and images by Chris Griffiths

I was recently commissioned to look after the unloading of two vessels from a ship berthed in Newcastle Harbour after sailing from USA. There were twenty eight boats – power and sail – on board the ‘Deltagracht’. The arrival of this ship was only two months after about fifty boats had been delivered to Newcastle from the USA (obviously a growing business) aboard another ship.

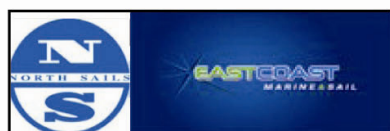
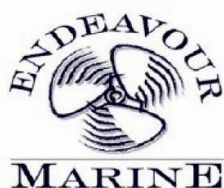
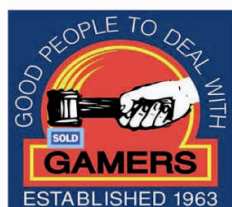
A part of my brief was to accept delivery of the boats which meant going on board the ‘Deltagracht’. Being on board a working cargo ship was to be a first for me so I looked forward with some excitement to being a part of the ‘human machinery’. Getting to the ship was a task in itself with all the necessary safety clothing and security requirements but once on board, there was no time to be wasted as the movement of the



crane and the riggers was constant. The boats had to be checked and made ready with fenders and mooring lines so that they could be lifted from their cradles and plopped straight in the water. Mind you, they were all secured down very well obviously ready for any type of sea. And, they were all so tightly packed; it was interesting weaving my way through them all just to find the two that I had to care for.

To be continued





NCYC
thanks our
Sponsors
for the
2010 - 2011
Sailing Season





Coming Events



**Rotary Club of Newcastle Harbour
Melbourne Cup Calcutta night**
Monday 1 November 2010 at 6.30pm
\$65 includes food and drink
For details see p3



Melbourne Cup Day at NCYC
Tuesday 2 November 2010 at 1.00 pm
Three course meal
\$ 50
Limited numbers
Book early to avoid disappointment
See p3 for details

NCYC is hosting
Second visit of Sailors with disabilities
Aboard the yacht Kayle
November - See article this page



NCYC Christmas function
3pm Sunday 19 December 2010
\$5 Sausage or steak sandwiches
Santa will be there with lollies

New Years Eve at the Club

A Black Tie Affair
Details to be advised in the December newsletter



Friday night raffles
Ticket sales start 6.30pm

11-14 February 2011. Hobart Wooden Boat Festival

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

- * A **flotilla** of 3 or 4 NCYC wooden boats plus one other is being formed to sail to this event.
- * A number of **individuals** are flying.
- * **Novocastrian get-togethers** 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

Sailors With disAbilities

They're coming back!

SWD has agreed to another visit by Kayle to the City of Newcastle in November 2010.

For the thirteenth year in a row Sailors with disAbilities (SWD) has been conducting its Northern Program this winter.

Carole Powell, Chairman and Trustee of the Australian Lions Children's Mobility Foundation was Newcastle Coordinator for the Inaugural visit to Newcastle by the sailing vessel 'Kayle' for 'Sailors with disabilities'. NCYC members can all be proud of the role your club played in supporting this visit, hosting both the 'Kayle' and her crew.

It was inspirational to see the facial expressions of the 100 or more people with special needs and their carers as they came back into the club having experienced the joy of sailing. Images taken during the four days have been on slideshow in the club for the duration of the visit, to share this joy with members and guests. They are also on our website in the [Social Images](#) section.



Mary-Anne Purkiss was one of the crew aboard 'Kayle' during the Inaugural Newcastle visit of SWD. 'Kayle' is a successful entrant in the annual Sydney to Hobart race and other ocean sailing races. Its crew has various disabilities but have that winning spirit.

Newcastle City Council

recognized SWD with a Civic Reception on the evening of Wednesday 22 September. Australian Lions Children's Mobility Foundation and Lions Club of Adamstown also supported SWD with Volunteers and Certificates of Participation.



Left to right: Carole Powell, NCC Lord Mayor John Tate, Leisl Tesch (crew) and Skipper Gordon Reed.

Many of you would recognise Leisl Tesch who is a Toronto girl and five time Parlympian

Carole Powell says: "I have been advised that Sailors with disAbilities will return to Newcastle with two sailings per day Monday 15 November 2010 to Friday 19 November 2010. This whole exercise has been so overwhelming in the number of people who wish to participate that the November sails are nearly full – from the excess of bookings for September. The carers have found the two hours to be most rewarding as respite and the tranquillity of sailing has been good for the soul. The kids have found a new wonderment (at being on the water) and loved being 'The Skipper!'"