

thirty two° fifty five

newcastle cruising
yacht club journal

EMYR crusade 12

solo across Bass Strait 14

from Buderum in a Gulet 18

September - month of giving 20

spring 2012

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Full directory: p 4 of this edition.

Opinions of contributors do not necessarily
reflect those of the Board or the Club.While articles and correspondence
are welcomed, the Editor reserves
the right to decline to publish.NEWCASTLE CRUISING
YACHT CLUB**In this issue****Spring 2012 Journal****A quarterly publication****EVERY ISSUE**

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Editor: Gloria Thirkell

Sub-Editor: Rebecca Stuart

Cover Photo: Mike Eggleston

NCYC Member's Discounts & Benefits

NCYC Members' Club & Fuel Discounts

NCYC Bar	10% discount for Full Members 5% discount for Social / Crew Members (Membership card must be shown at the Bar)
NCYC Marquee Hire	10% discount for Full Members 5% discount for Social / Crew Members
Fuel (Diesel + PULP)	10c discount per L 0 – 1,999 L for Full Members 15c discount per L 2,000 + L for Full Members 10c discount per L 1,000 + L for Crew / Social / Non-members



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

East Coast Marine & Sail	10% discount to NCYC Members on selected items
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Subject to change without notice
Memberships cards may need to be shown to get a discount or benefit

Commodore's Message



On behalf of all at NCYC I would like to pass on our sincere congratulations to Nathan Outteridge and Iain Jensen on their Gold in the 49er Class at the Olympics as well of course to Tom Slingsby for his fantastic result and indeed to all who wore the green and gold at Weymouth.

A number of NCYC yachts recently competed in the

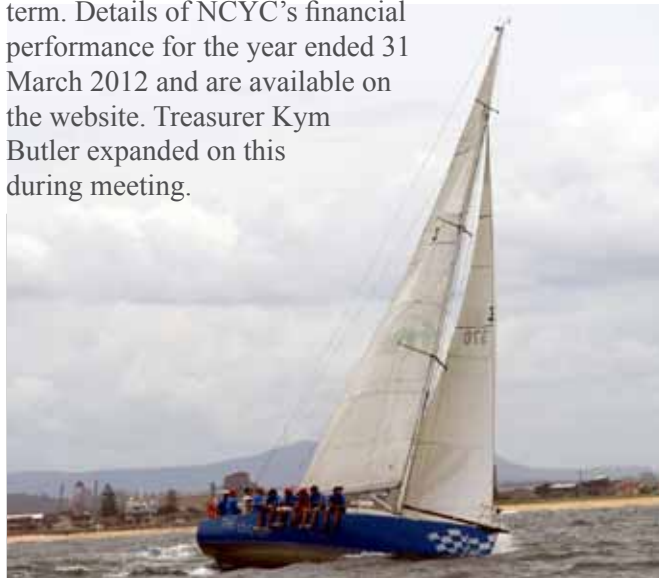
CYCA's Sydney Gold Coast Yacht Race and encountered fast and furious conditions with mixed success. Congratulations to "She's the Culprit", skippered by Glenn Bulmer on their outstanding result in winning the PHS division of the race. This year's event saw the race record shattered by Bob Oatley's "Wild Oats" in a staggering time of 22 hours 3 minutes.

Our winter series concluded in July and whilst the fleet in both divisions was down a little in numbers, those who participated enjoyed the series and some great winter sailing. Congratulations go to the division winners "Novocaine" (PHS Div 1), "Warrain" (PHS Div 2) and "Anger Management" (IRC).

The Spring Short Ocean Pointscore commences 23 September and is preceded by Founders Day on 1 September and the Forgacs Defence Inner Spring Regatta that promises to be an exciting 3 days of sailing commencing Friday, 7 September. Our local yachts will be joined by several yachts from Sydney and Port Stephens and Lake Macquarie for some good racing. Excellent viewing of these races can be had along the foreshore and also from Fort Scratchely. September will round up on a high note with the three day NCYC Etchells Offshore Regatta commencing Saturday 29 September and continuing over the long weekend.

Our sailors are looking forward to the first Friday evening Laser race for the season, scheduled for 12 October. Held on the harbour, these races are a fantastic spectacle.

Our AGM was held on Wednesday 8 August with the current Flag Officers and Board returned for another term. Details of NCYC's financial performance for the year ended 31 March 2012 and are available on the website. Treasurer Kym Butler expanded on this during meeting.



"She's the Culprit" Winner PHS Division Sydney to Gold Coast Race.
Image by Craig Wakefield.

The opportunity was taken by the Board at the AGM to outline priorities for the coming year. They include further developing our sailing, completion of a hard-stand facility on land leased from Forgacs and continuing our facilities maintenance program.

Some great sailing and Club events are planned between now and Christmas so I encourage you to attend some of these functions, get out on the water and enjoy NCYC's facilities as the weather warms up.



Phil Arnall, Commodore.

Commodore Phil Arnall re-elected to the helm of Newcastle Cruising Yacht Club

Phil Arnall was re-elected unopposed, as Commodore of Newcastle Cruising Yacht Club for a second two year term at NCYC's AGM held on Tuesday evening.

Phil, owner of Corby 43 "Anger Management", said "NCYC is a relatively new club and I am happy to have once again been re-elected to Commodore for another term. A great deal of thanks must go to our founders, as our Club has developed a world class marina and commercial precinct as well as a modern and vibrant club house. Over the coming couple of years we will focus on providing more sailing and boating services to our members and work to really promote our great sport to the wider Newcastle community. For example, we have the Forgacs Defence Inner Spring Regatta coming up in early September which to date has received quite strong entries (more entries are welcome) as well as a hardstand and dinghy development project which we hope to have completed in the next few months."

Also re-elected to the NCYC Board was Club Captain Ernie Thirkell who sails on Farr 40 "PT73" and Honorary Treasurer Kym Butler, owner of Archambault 40 "One for the Road".

Chief Executive Officer's Report



The days are getting longer which is always a good sign that winter is on the way out and the sea breezes will again be soon filling in up the harbour around lunch time.

It has been a busy few months at NCYC with plenty of functions in the Club, lots of repairs, maintenance and painting work being undertaken on the buildings and marina and

preparation in full swing for the coming sailing season.

The 2012-13 summer of sailing at NCYC is looking busier than ever and will kick off with our Founders' Day celebrations followed closely by the Forgacs Defence Inner Spring Regatta.

For marina users you will note that the Club has circulated a guide regarding what constitutes 'Minor Repairs' which can be carried out on boats in the marina. It would be appreciated if you could familiarise yourself with this guide (page 10) and comply accordingly thus assisting to ensure NCYC meets its very important environmental and OH&S obligations and maintains a marina environment that is enjoyable for all marina occupants.

I recently attended a Yacht Club Manager's conference at the Cruising Yacht Club of South Australia. It was a great opportunity to talk through issues affecting all yacht clubs and the various ways such issues are being addressed. Managers from 23 yacht clubs across almost every state and territory attended. The conference also provided a great opportunity to check out some marina and yacht club facilities in South Australia and bring home some ideas regarding ways we can do things better here in Newcastle.

You will note a few new sponsors supporting sailing at the Club for the coming season. I urge you to support these businesses when the opportunity arises as without them our sailing program and equipment would not be as extensive as it is.

There are also a number of exciting projects of varying scale currently underway at NCYC which the Commodore has filled you in on. These, as well as, "business as usual" tasks, are keeping me and the staff here at NCYC as busy as ever.

As summer rolls in please use the Club and its facilities and good luck and safe boating out on the water.

Richard Howard, Chief Executive Officer.

Member Benefits - NCYC Partners with Auto Advantage

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If you use Auto Advantage to buy your next car, Kyle and the team will pay your next annual NCYC membership subscription. Simply show your NCYC membership card to the team on delivery of your new vehicle.

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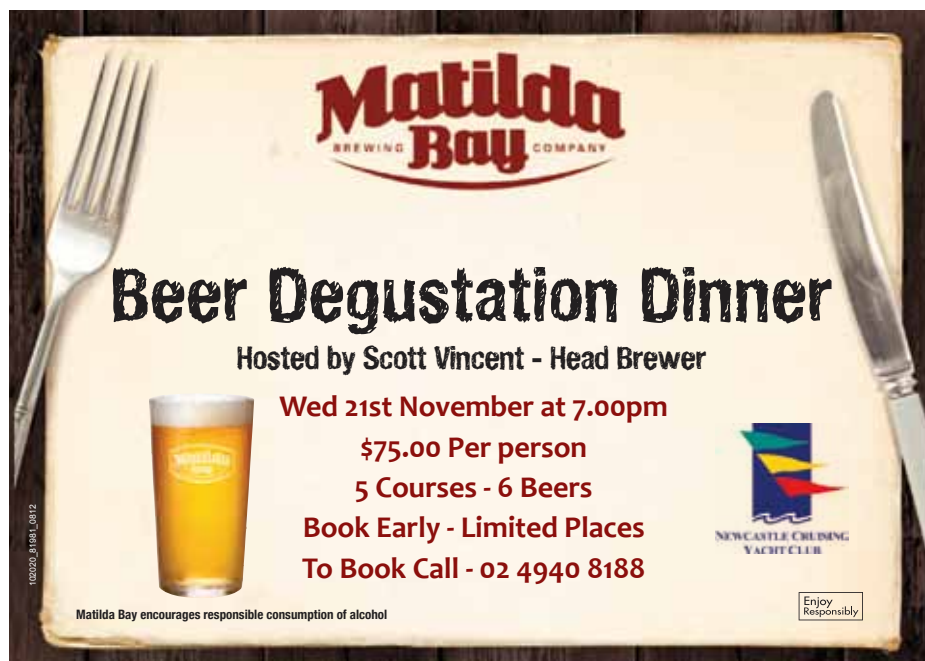
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Matilda Bay encourages responsible consumption of alcohol

Enjoy Responsibly

NEWCASTLE CRUISING YACHT CLUB

STAFF PROFILE Sarah Burgess, NCYC Events & Functions Coordinator

A Scottish Agirl, Sarah finished her studies in event management then worked for three and a half years in the home of golf, St. Andrews Links Golf Club. There she gained much experience in events and enjoyed the steep learning curve in the hospitality industry (not to mention the perks of celeb spotting!).



During this time she worked at

“The Open 2010” having a major part in fronting their social media project as well as being a supervisor in the hospitality side of the event.

After a six month tour of Australia, Sarah was home seven weeks before returning to Australia. In the Hunter Valley she expanded her hospitality experience as a food and beverage supervisor in a four star hotel. Sarah commented “The welcome extended to me by both staff and club members has completely overwhelmed me and has me looking forward to my future at NCYC. Newcastle is a great city!”



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AN INVITATION TO MEMBERS FOUNDERS DAY Parade and Blessing of the Fleet

Members and guests are cordially invited to attend the NCYC Founders Day Celebration and Blessing of the Fleet on Saturday 1 September.

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



Paul Gleeson Rear Commodore.

1 September 2011 Program

10 - 11am	Collect your Vessel order list at Newcastle Cruising Yacht Club.
11.30am	Vessels Muster in list order in the Basin.
Midday	Welcome, Parade and Blessing at Queens Wharf.
12.40pm	Svitzer Tug Boat Ballet at Queens Wharf.
1pm	Cock of the Harbour - Fishing Trawlers Pilot Station to Queens Wharf.
1.55pm	Warning Signal for NCYC Founders Day Short Ocean Race. Starts off Scratchleys Restaurant.
1.30 - 5pm	Founders Day Celebrations (NCYC) Live Band. Galley and Bar open
Approx 4.30pm	Presentations for: Best Dressed and Founders Day Ocean Race. At NCYC.
Further details and table bookings: 02 4940 8188	



"Woodstock" at sea
(story "Solo across Bass Strait", page 14).
Image by Greg Jackson.

PERPETUAL TROPHY WINNERS

Tracey P Memorial Trophy for Lady Skipper Race:
"Winnifred" Skipper K.Murphy

Forgacs Engineering Perpetual Trophy for Winter Short Ocean Pointscore PHS Div 1:
"Novocaine" Skipper V.Stephens

Sir Allen Fairhall Memorial Trophy for Winter Short Ocean Pointscore PHS Div 2:
"Warrain" Skipper R.Hillery

Gleeson Civil Engineering Trophy for Winter Short Ocean Pointscore IRC:
"Anger Management" Skipper P.Arnall

Newcastle Yachting Trophy for Summer/Spring SOPS PHS Div 1:
"Summer Salt" Skipper S.Hassell

Newcastle Hotel Brokers Trophy for Summer/Spring SOPS Div 2:
"Tamarillo" Skipper R.Knights

Gleeson Civil Engineering Trophy for Summer/Spring SOPS IRC:
"The Raging Bull" Skipper J.Streeter

Noakes Boat and Shipyard Trophy for OP PHS Div 1:
"The Raging Bull" Skipper J.Streeter

Noakes Boat and Shipyard Trophy for OP PHS Div 2:
"Warrain" Skipper R.Hillery

Gleeson Civil Engineering Trophy for OP IRC:
"The Raging Bull" Skipper J.Streeter

EJE Architecture Trophy for The Lion, Bird and Cabbage Series, PHS Div 1:
"The Raging Bull" Skipper J.Streeter

Gleeson Civil Engineering Trophy for The Lion, Bird and Cabbage Series IRC:
"Schouten Passage" Skipper J.Howard

Butler Business and Law Trophy for Best Performing NCYC Yacht in the Sydney to Hobart Yacht Race:
"One for the Road" Skipper K.Butler

Tenacity Award Trophy for Tenacity:
Robin Hillery

MAJOR TROPHIES

Founders Bowl for Overall Pointscore PHS Div 1:
"Anger Management" Skipper P.Arnall

NCYC Cup for Overall Pointscore PHS Div 2:
"Warrain" Skipper R.Hillery

IRC Trophy for Overall Pointscore IRC:
"The Raging Bull" Skipper J.Streeter

Allen Fairhall Trophy for NCYC Gun Boat:
"Anger Management" Skipper P.Arnall

Social Highlights

Sailors and sponsors turned out in style once again for another fabulous, annual Presentation of Trophies and Prizes evening, which rivalled the Black Tie Ball for top billing as the social highlight of the year.



Crew of "Anger Management"



Crew of "Warrain"



Crew of "The Raging Bull"

Images above by Greg Jackson.

Recently missing in action from NCYC



Mike Eggleston, Warren Amos and Steve Hassell, in Melbourne.
Image by Garry Jones.

Tyrrell's Food & Wine Dinner



Host, Chris Tyrrell and Gloria Thirkell.
Image by Duncan Burns.

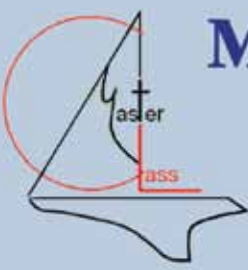

Sunday Breakfast




Mark Sheedy and his daughter.
Image by Gloria Thirkell.

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What Constitutes "Minor Repairs"

Attention of Owners and Contractors is drawn to the following information.

Per NCYC's Marina Rules

NCYC prohibits the use of outside labour on the Marina to carry out major repairs, painting and fitting of or to vessels within the Marina. Boat yard facilities within the NCYC Marina Precinct are available for these purposes.

Minor repairs, internal painting, mechanical adjustments and electrical work will be permitted in the Marina provided no nuisance or interference is caused by such work to others.

All Subcontractors wishing to do minor work on vessels within the NCYC marina must register at the NCYC Administration Office and produce Public Liability Insurance, Ship Repairers Insurance and Workers Compensation Insurance (unless Sole Trader) before commencing work.

Minor repairs

For the purposes of Marina Rule 32 the table below provides a guide on what constitutes minor repairs and what does not.

NCYC's CEO or the Marina and Assets Manager's decision regarding what is and is not minor repairs is final and binding.

Waste liquids from degreasing of engines and bilges must not be discharged into the River and instead must be collected and disposed of appropriately.

It is an offense to pollute air or waters under the Protection of Environment Operations Act 1997. Compliance with this Act and OH&S regulations are obligations NCYC takes very seriously. Your actions in only carrying out allowable minor repairs as outlined below in a safe fashion, will assist in this regard.

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



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



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



Gill Hats \$25





Minor Repairs	
✓	✗
Internal electrical work and re-wiring	External sanding/grinding
Internal sanding and fibre-glassing where all dust and waste is contained and disposed of appropriately	External fibre glassing and bogging unless very minor in nature (eg small gelcoat repairs or very small fibre glassing tasks)
Replacement of fittings/rigging/equipment etc	Major external alterations (eg requiring fibre glassing, sanding or gluing of an area more than 100cm ² in area)
Internal painting by hand only	Engine removal
External painting of small items by hand only (eg toe rails/timber trim etc)	Significant external repainting whether by hand or spray gun (including topsides/spars)
Mechanical work/engine servicing where oils are contained and disposed of appropriately	Significant through hull cutting or drilling which causes dust or waste
Winch services where grease and solvents are contained and disposed of appropriately	Acid washing of top sides. Use of the marine fire hoses is strictly for emergency use only



Winning entry: "Hey Clarrie - I think someone is following us" (above) by Paul Gleeson will receive a 12x18 inch colour print of his photograph from Newcastle School Portraits.

Highly Commended:



Greg Jackson



Nick Wassell



John Curnow



Mike Eggleston

To enter the Summer 2012 competition: Email one High resolution image to - info@ncyc.net.au - Subject line; Journal - Deadline for entries: Friday 2nd November 2012.

Edition V – The Final Chapter

Len Griffin & Ian Harper

For the first five weeks, 4th Dimension had dutifully followed orders to successfully navigate Turkey, Cyprus, Lebanon and Israel. As described in the previous edition the 4D team went their own way for a few days enjoying time in Jordan while the rally headed to Egypt. Some details of their trip are included.

Upon arrival at the entrance to the Suez Canal the fleet spent 3hrs circling in close formation waiting for the pilot boat escort to the marina in Port Said. One of those hours was more about local knowledge as the recent revolution abolished daylight saving.

Starting twelve months earlier, the events of the 'Arab Spring' had radically affected political stability across the middle East and even threatened the EMYR rally taking place but based on local reports, a revised programme saw it go ahead with the exclusion of Syria. Events have seen that as a good move.

From our view there was nothing obvious in Turkey and Cyprus and a strong military presence in Lebanon and Israel may not have been out of the ordinary. Jordan was simply suffering as tourists were avoiding the area.

In Egypt, there had been significant political upheaval and there were few other tourists for the EMYR fleet to compete with. Tourism is important to the Egyptian economy so security for any tourists was paramount. The EMYR tour buses had two army vehicles in support and an armed guard aboard the bus.



An impromptu dancing lesson at Ashkelon.
Image by a complicit party goer!

The tour included the highlights of Cairo and an overnight non-nautical stay in a 5 star hotel overlooking the Pyramids. 5 star is not the normal level of EMYR but the rates were at 2 star levels at this time. Whilst they experienced little outward threats, many of the EMYR tourists suffered internal medical problems that laid them low.

Our final sail was up the coast of Israel to the Herzliya Marina at Tel Aviv where we were reunited with the fleet upon their return from Egypt. Tel Aviv is a modern

city with wonderful sights. Unfortunately, on a bike ride along the coast, Len was admiring one and hit a concrete bollard that sent him over the handlebars, with painful results.

Over the last week, each of the six sailing groups was required to do a song or presentation to the rally. Our Blue Group performed on the night of the farewell dinner. The act was written and choreographed by Betty from the group leading US boat 'Bright Ayes'. The piece was a parody on the three main organisers to the tune of "Tie Me Kangaroo Down". In spite of the performances of two Australians, it won the award for the best group presentation. It is 'must see' vision and is available on http://www.youtube.com/watch?v=GMZR7mgRUiU&feature=mfu_in_order&list=UL



Final speeches marked the end of the 2011 EMYR Crusade.
Image by Helen Griffin.

The EMYR rally had been a 'seachange' interlude for 60 yachts more used to cruising as free spirits. Deadlines after overnight passages to be at certain places within an allocated 1/2hr time spot was alien to them. However it was a small price to pay for the administration of entry permits, visas and customs searches to be managed by someone else who knew the locals, could overcome any language problems and understood the needs of cruising yachts. This was all happening in a complex political environment that would normally be considered 'too hard'.

Like all the EMYR participants, we would like to offer our deep appreciation of the efforts of the organising team of Hassan (Yacht "Ibis II" – Turkey) and Kath and Dave (Yacht "Mashona" – Cyprus). Herding cats would have to be easier. We know we took for granted how much behind the scenes work was being done at many levels. Like any cruising voyage, the event was a rare experience about amazing places and serious bonding with a new group of like minded sailing friends from around the world.

Len & Helen have recently returned to 4th Dimension with plans to cruise Greece and Turkey this European summer and next summer they will head west across the Atlantic, all the way catching up with EMYR friends. Follow their exploits on Helen's blog: <http://web.me.com/helen.griffin>

Preparing for Osaka

Funnelweb to represent NCYC in 2013 Osaka Cup Challenge



Image by Glen McFadyen.

After a long break from sailing Ivan MacFadyen and Funnelweb are preparing for another go at the 5,500 mile Melbourne to Osaka 2 handed yacht race in 2013.

The boat was originally built for this race and Ivan feels this time around, he can use the experience gained from competing in 2003 to his advantage. Funnelweb will have a new set of sails, rig and a longer bowsprit as part of getting her sailing again.

After recent heart surgery, Ivan is better than ever. As yet no decision has been made with regards to Ivan's sailing companion so if anyone feels they would like to put their hand up, feel free to call Ivan on 0438 563 307 or you can send him your sailing resume.
ivan.funnelweb@yahoo.com

8 - 11 February 2013

MyState Australian Wooden Boat Festival
Hobart, Tasmania

For more Information on this amazing festival:

www.australianwoodenboatfestival.com.au/index.html

- Novocastrian get-togethers being organised.
- Be early—Accommodation is already getting tight.

Email: info@ncyc.net.au for more details

Butcher Boat Wine Club

The Club plans to have a night of "Reds" on 18 September 2012. The aim of the night will be to both enjoy and learn about a variety of different, single vineyard reds that are all sourced from New South Wales. Those wines will be matched with the food prepared by our kitchen.

The night will be open to members of the BBC. Membership of the club is open to all members of NCYC. Tickets are limited in number. Please contact the NCYC Office to book (02 4940 8188).

The next meeting of the club is proposed for 20 November 2012 and in keeping with the festive season, will be a night of "Fiz" at a local restaurant.

It is further proposed to hold our Grenache Night at the Club on 11 February 2013.

NCYC MEMBER OFFER

Purchase a bottle of Matua Valley Sauvignon Blanc for \$32.00 during September and October 2012 and receive a free 187ml bottle to take home



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Lunch: Noon to 2.30pm

Dinner: 6pm to 8.30pm.

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all day: coffee, tea and
fabulous desserts**

“Woodstock” was entered in the 2011 MyState Australian Wooden Boat Festival

Why I became a lone sailor was a decision based on various considerations. Although Newcastle had been having a heat wave, I was in Tasmania and it was freezing! It was having its worst summer on record, with snow on Mt Wellington – the backdrop to Hobart and my potential crew had other commitments for the immediate future. The Bureau of Meteorology issued a forecast for three days of constant light winds of 5 – 20 knots from the South West and my experience as skipper on the passage to Tasmania was wonderful.

“Woodstock” had proved herself to be a sound and reliable vessel and easy to handle. The radio blank spot of 12 to 24 hours in the middle of Bass Strait seemed of no consequence. I could have handled the passage down on my own with the trusty auto-helm, (provided I avoided the short-cut behind Tasman Island!)

Considering all of these things, I thought it would it would be “a breeze” to do it on my own in the expected easy sailing conditions, so I set off from Wineglass Bay at 6.00am on a Wednesday morning.

So much for forecasts! I had to motor for the first two days until the wind came up on Thursday night about 10.00pm. During this time I saw some great sights. There was a pod of pilot whales which escorted me for about half an hour. That was just marvellous. At one stage, with the auto-pilot on, I was sitting in the cockpit about 2.00am when a little petrel landed in my lap! It was totally exhausted. I wrapped it in a tea-towel which it eventually climbed out of and just sat in as if it was in a nest for about 20 minutes. Rested, it hopped onto the rail and flew off.

The wind was still picking up and the main had one reef. I was definitely not overpowered, but the sea was as the Coastal Patrol say: “very confused”. It was very pleasing to have the auto pilot doing a great job in handling the hard work. But then about 10.00 pm it just stopped working! I couldn’t replace the blown fuse as the wind was still picking up to 30 -50 knots. The controller is in a pretty inaccessible position in the lazarette to starboard and secured with six screws!

I had been having a strenuous time on the helm for about six straight hours when about 4.00am (the hour when people are supposed to be least able to function?) I experienced a jibe that blew out the reef in the main. As I had no auto-pilot I hove to, tethered on and, sail ties in my pocket went out on deck to drop the main.

The main traveller came loose while I was lying over the boom tying everything and the boom swung to port with me hanging out over the rail. I managed to climb back on board into the cockpit and rescue the main. Back out in the wind and rain I found the

sail ties were gone! It was pitch black except for the decklight. “Woodstock” hove to, was pitching and rolling to starboard. It was nerve wracking to hear the waves coming as they bore down on the boat. In these conditions I had trouble finding and picking up the sail ties lying in the scupper, let alone holding on to the boom to wrap and tie the main securely. Eventually back in the cockpit, I pulled out the heady and got steerage back to continue my crossing of Bass Strait!

It was 7.00pm Friday night before I was securely anchored in Boyds Bay, Eden, with only two litres of fuel! Not good. I got to bed about 8.00pm, after ensuring the anchor was biting.

At 6.00am the Coastal Patrol told me that it was two nautical miles to the other side of Eden for fuel. Finding the weather had blown out during the night, I went on to Bermagui. Because my main looked such a mess, I put its cover on before I up-anchored. How boat proud am I?

In Bermagui I had help from a mate. We raised the main after finally undoing the sail ties! We also noticed that the solid vang had been bent and the boom was sitting on the bimini. The main was out of action until this was fixed and the vang replaced. We replaced the fuse in the auto pilot and did day trips back to Newcastle via Broulee, Crookhaven, Port Hacking (Cronulla), America Bay, Broken Bay and finally NCYC Marina. The oil warning lights came on during the trip from America Bay to Newcastle.

We had a great run on the last day with the auto-pilot on, doing 7 - 8 knots on headsail and only requiring me to just to keep lookout. In between, I tried to find the problem with the water pump, eventually deciding to leave it until back in Newcastle.

Almost home, West Nor West wind, I tacked into the harbour and guess what ##\$\$**# override – couldn’t undo! I rolled the starboard sheet over to port side and used the spinnaker winch to ease pressure, then cut the port headsail sheet which allowed me to furl the heady. Just as well, as I was running out of sea room, heading for the old container wharf! I started the engine at first finger and was welcomed home by my sister Kristine, friends Rob Barrett, Bill Moore, Barry and Kathy Gallagher as well as the honeymooners Jon and Janinna. The liquid refreshments didn’t last long, so we retired to the Club to continue a wonderful welcome home!!!

Lone sailing is not something I will do again (without more intensive preparation anyway), but having faced and completed the lone passage from Hobart to Newcastle, I am proud to have come up to that challenge.

By Len Croft

An Albatross on Our Harbour

Main image by Mike Eggleston.



Insert by Richard O'Connor.

The 22 seat Grumman Albatross was shipped into Newcastle in April for its new owner Mack McCormack, a former SAS trooper. It passed through Perth Airport only six days later on its way to Darwin. The Albatross toured for the 70th anniversary of Japanese attacks on Darwin and is expected to eventually be used for tourist flights in Broome.

Albatross History: Built 1947-1961. Developed to land in open sea for combat rescue of downed flight personnel.

Mike and Richard

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News from Newcastle Port Corporation

Increased trade results in increased ship movements

The Port of Newcastle has just set its 12th consecutive annual trade record which also corresponds to an increase in ship movements in the port.

Newcastle Port Corporation said total trade throughput for the 2011-12 financial year amounted to 128.6 million tonnes, or an increase of 12.2 % on the previous financial year. The value of imports and exports was \$20 billion.

The number of ship movements also rose during the year. Nearly 4,150 movements were registered during the 12 months which was an increase of 270.

The main shipping channel was again the busy part of the port with coal exports reaching 121.9 million tonnes, or 13.6 million tonnes more than achieved in the 2010-11.

Total imports and exports in commodities other than coal amounted to 6.7 million tonnes which was a 6% increase on the previous financial year.

Newcastle Port Corporation says more than 40 commodities are imported and exported through the port. The continued development of the coal terminals on Kooragang Island coupled with future development of the former steelworks site at Mayfield places Newcastle in a sound position to take advantage of further infrastructure development that will benefit the region.

Highlights of the 2011-12 trading year were:

Commodity	Tonnage 2011-12	Tonnage 2010-11
Aluminium	166,202	120,755
Coal	121,904,634	108,256,626
Fuels	440,242	373,149
General and Bulk Cargoes	1,344,741	1,323,378
Grains	1,862,691	1,329,803
Mineral Concentrates	389,383	376,176
Steel Products	302,567	291,035

Trade in alumina at 1,347,904 tonnes was about equivalent to the 2010-11 volume of 1,353,487 tonnes. Trade volumes were down for grinding media, petroleum coke, fertilisers and woodchips.



View from the harbour – the \$3.5 million Port Centre to the left of the picture with the former operations facility on the right.

Meanwhile, the Corporation recently opened its new \$3.5 million operations centre for the port. Known as the Port Centre, the facility provides greater functionality for operational activities and includes modern office areas for the Vessel Traffic Information Centre, Marine Pilots and Port Services personnel in addition to a training room, workshops and other facilities.

ON THE BRIDGE with Paul McGrath

Problem: One of the first techniques that a bridge player learns is how to finesse. An example of a finesse is where an opponent's King lies underneath an Ace/Queen combination held by declarer. When declarer leads a low card towards the Ace/Queen, if the opponent plays low, declarer's queen can win the trick. If the opponent plays the king declarer's ace will win the trick and again the queen will take a trick as well. Of course, if the king sits over the Ace/Queen then the finesse will fail. While the finesse technique gives a 50% chance of success the expert tries to find ways to improve on these percentages and will often eschew the finesse in search of a better line. In the following deal South sails into a contract of 4S and receives the lead of the diamond ace followed by the king. With that in mind why not step aboard, take over the helm and see if you can steer your ship to a 100% safe harbour.

NORTH		
♠		
♥	QJ8763	
♦	T853	
♣	KQ6	
WEST		EAST
♠	Q9	♠ 7643
♥	KT2	♥ 54
♦	AK972	♦ QJ4
♣	532	♣ AJT9
SOUTH		
♠ AKJT852		
♥ A9		
♦ 6		
♣ 874		

Solution: page 18

Water Police Seminar

Marine Crime Prevention and Safety

Senior Constable Mark Bird, having conducted a Marine Security Assessment on NCYC property at the request of management, provided an extra level of assistance in arranging for a presentation for members and guests, on Marine Crime Prevention.



Senior Constables Mark Bird and Paula Trevitt.
Image by Gloria Thirkell.

Paula Trevitt, Senior Constable, Crime Prevention Officer, Marine Area Command, made the trip from Sydney to present an extremely interesting and informative seminar to a gathering which

included people from Port Stephens to Lake Macquarie as well as our own marina patrons. Some were boat owners while others own properties adjacent to the water. Paula covered a broad spectrum of issues, a flood of them coming from the floor in question time.

During her presentation, Paula made good use of NCYC's free Wi fi access and projector for the computer screen image. She opened the Police web site showing and discussing various features of which would be of particular use to various participants in the seminar. All downloadable information.

I strongly recommend to owners of waterfront properties and to boat owners, whether they are on marinas, swing moorings or are trailerable, that they check out the Police web site. www.police.nsw.gov.au/community_issues/crime_prevention/marine_crime The relevant sections include: "Waterfront Property Check List", "Boat and Trailer Security Checklist", "Marine Crime Prevention Brochure" and "preventing thieves targeting your boat". The information they cover could be categorised:

- Tips to prevent the theft of your vessel or property.
- What to do if your vessel is stolen.
- Important numbers.

In other areas, "Eyewatch" groups of boat owners have been formed as a local solution to marine crime with moored vessels. Anyone interested in the manual which Paula left with us, can contact me at NCYC. Phone 02 4940 8188 for details.



Ernie Thirkell Club Captain.

6 November 2012


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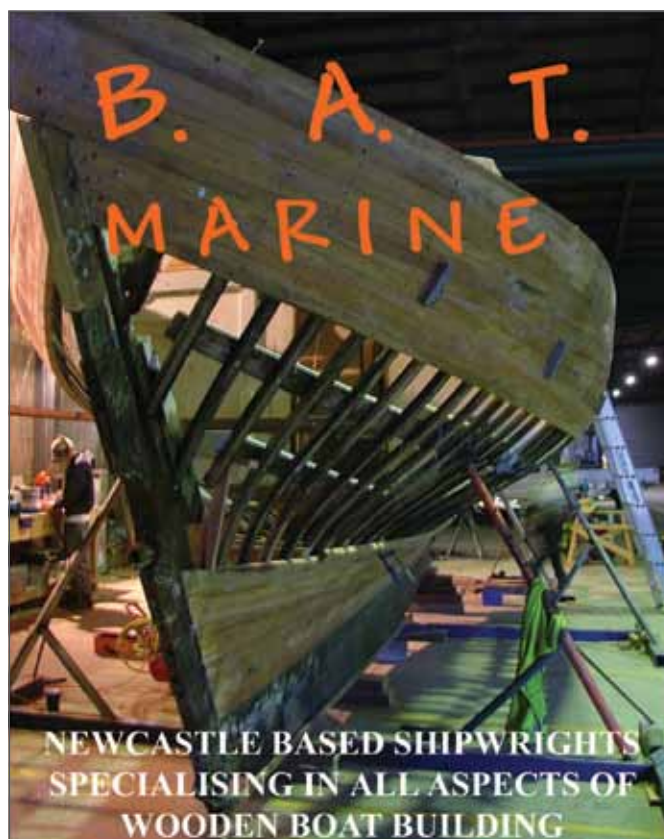
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Sad news of "Old" Friends

Image and article by Brooke Hall

The Hall Family wish to advise of the sad passing of Hans and Mary in Queensland in July of this year. Both passed away from natural causes within 8 hours of each other.



Marina patrons and sailors from NCYC's early days before commercial centre and marina were finished, before we started racing officially or even had a sailing committee, will have happy memories of times with Hans and Mary.

This easy-going couple whose wooden crayfish boat, "Sheer Pleasure" was berthed on finger D, were well known for lending a hand to others around the marina. They regularly helped with BBQ's after the Sunday yacht races and were always ready for a chat or a friendly hello when one walked past their boat.

They left Newcastle in 2005 and travelled to Scarborough Marina in Queensland where they enjoyed living on the water. Our condolences to their families and friends.

"Oooopppppsssss"



We had a spelling slip-up! This highly commended image from the Winter issue was actually taken by John Curnow.

ON THE BRIDGE with Paul McGrath

Solution: Naturally, you will ruff (trump) the second diamond and play top trumps. Fortunately, the trump queen falls and you can draw opponents' trumps in four rounds. Now, how do you navigate to avoid losing two clubs and a heart?

You must immediately play the heart ace and another. You will lose the second heart trick but it doesn't matter who holds the heart king. You will have established one of dummy's top hearts to discard one of your club losers. This is a 100% line: in all you lose one diamond, one heart and one club. Notice, if you took the heart finesse you would lose this trick and four in all so your contract would be sunk.

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MA12025

From Buderum in a Gulet By Dick & Margaret Lees

Our previous article about a wonderful three weeks in Turkey took us from Gallipoli to Bodrum where we boarded our previously hired 27 metre, two masted Gulet “Arielle”.

We sailed or motored each day, usually anchoring for lunch and a swim and mooring at night. The mooring was interesting as it was always stern to. In a formal harbour with a wharf, the anchor was dropped well out then we backed to the wharf and secured to a bollard.



Traditional Gulets moored stern-in to the wharf Bosburun with anchors from the bow.
Image by Margaret Lees.

In an informal harbour the rubber duck was launched to drop anchor well out from the shore. We backed in so that the crewman in the rubber duck could take two stern lines ashore and secure them to a rock or tree.



Our crewman secured the stern line to a convenient rock.
Image by Dick Lees.

The always calm shore seemed to be endless bays, harbours or places behind islands where one could moor. The water was always crystal clear, quite warm and very salty, making us very buoyant when swimming.



Gulets sharing our anchorage, at Orak secured in the traditional way. Note the stern lines to the shore. Image by Margaret Lees.

The cruise was for seven days and six nights, sailing and motoring east along the Ceramic Coast. This was not named because of anything to do with pottery but because there apparently was an ancient Greek city called Ceramos.



Lokertme, a typical small coastal fishing village.
Image by Margaret Lees.



The Library at Ephesus, a Greko-Roman city known from St Paul's "Letter to the Ephesians". Image by Dick Lees.

Supporting Community

September - Month of Giving" - (with a Pirate twist)

Based across the street from NCYC, is Newcastle's town international charity: the Seafarers Centre. The Mission's goal is to be a world leader in pastoral care for the 40,000 seafarers who enter the port of Newcastle every year.

Most of these men and women have been at sea for many months. This means being at work consistently for months at a time with no respite. Usually they only have a few hours off the vessel to unwind and mix with Seafarers from other vessels and with Aussies.

Reverend Garry Dodd replied to our question as to what the role of the Seafarers centre is: "We provide for a wide range of needs for these visitors to our city. Many are very poor, so making facilities available at no financial cost to them allows opportunities which they most likely would not otherwise have. The availability of free transport to anywhere in Newcastle, Internet access, clothes, books, magazines, food and entertainment in a warm and welcoming "home away from home" allows them to re-engage with society and to relax.

Importantly we provide pastoral care. Our volunteers and Chaplains listen, counsel, visit on board and in hospital. They advocate and welcome our Seafarers who can suffer isolation, mental illness, depression and loneliness."

Garry's "wish list" for help this September.

"We have a desperate need for donations of money, quality clothes, books, magazines and food.

We need people to volunteer their time; driving the mini-bus (just a normal car license is needed), helping in the shop or making tea and coffee. You may be interested in being a host around Newcastle, or visiting on board the vessels. Help is needed to clean the centre and wash the minibus. If you have skills in admin or computers, or could organise a fundraiser or create a web page, we need your help. If you have a talent and some time - we will be glad of your help."

NCYC Member Mel Ford, initiated the "September - Month of Giving" which is being amalgamated with our celebrations for "International Talk Like a Pirate Day", on 19 September 2012. Three companies have joined NCYC to help fulfill Reverend Garry Dodd's "wish list".



Machine Shop and Engineering Services, Cardiff's larger than life steel Pirate will do a tour of duty at our September month of giving incorporating the "Pirates Treasure Chest" Raffle.

There are two major raffle prizes, allowing the owner of the first ticket drawn, to make their preferred selection.

On behalf of the Mission to Seafarers, we thank Schvitzer Marine for the "Tug Boat Experience" and Heliservices Newcastle and Hunter for the "Two tickets to Experience Newcastle from the Air". Third prize is a \$100 NCYC voucher for dinner for two and a bottle of wine.

Tickets for the fundraising Pirate's Treasure Chest" raffle will be available in the Club in September. It is to be drawn at 8.30 pm on Wednesday 19 September - by a "Reverend Pirate", no less! It looks like being a great night, so don't forget to book your table, and be there to see who wins the fabulous prizes.

If you can spare any of the items on the wish list, or would like to find out more about helping out for a short time, (not locked in forever), you can contact either Garry or Mel (details below). You will have an amazing impact on the Seafarers Centre and the people they serve.

Garry Dodd - 0409 033 558
gcdodd@optusnet.com.au

Mel Ford - 0408 516 564
mford@bigpond.net.au

Or you are welcome to pop into the centre at 96 Hannell Street, Wickham (opposite NCYC).



"The International Transport Federation states that a Seafarer is 20 times more likely to have an injury at work and 17 times more likely to commit suicide. We are there for them when they are at their worst, as well as to share in their happiness. They become family to us." Reverend Garry Dodd, NCYC Honorary Chaplain/Chaplain to the Port of Newcastle.

Flare day Sunday 26 August 2012

One of the most important safety features for a vessel at sea, often making the difference between life and death, is its flares. Igniting the wrong type at the wrong time can be extremely dangerous, as can igniting them in an unsafe manner.

NCYC teamed up with RYA and YA Accredited Ocean Yachtmaster V and Sailing Instructor Chris Griffiths, to provide a no expense training session in the safe use of flares. At the last demonstration, a number of participants gained practical experience in igniting flares, and all present gained valuable tuition in safe handling of these safety devices, as well as guidance as to which ones to use in particular circumstances.

Understandably, for safety reasons there are a large number of departments to be approached in order to gain permission to ignite flares, and the type and number are strictly controlled. This approval is only given to qualified personnel, and in strictly controlled circumstances. Chris is to be thanked for his community spirit and commitment to safety at sea, in giving so freely of his time and expertise.

Lunch with Charlie

NCYC supported this important fundraiser held in the marquee on Friday 13 July. World renowned neurosurgeon Dr Charlie Teo hosted a highly successful luncheon in aid of the Cure for Life Foundation which works towards finding a cure for brain cancer.

Ladies who lunch

This was a special charity event held in the club marquee on Tuesday 21 August, proudly supported by Sam Woods Vibrant Concepts, and NCYC. The Style Presentation, Champagne, canapés, lunch, and great raffle prizes ensured a wonderful event in support of Down Syndrome NSW and Heart Kids NSW.

Fishing

In the interest of supporting local maritime activities, INCYC offered use of the marquee for an inaugural meeting of those who had expressed interest in joining and participating in a Newcastle based Game Fishing Club.

Following an article by Simon Walker in the Newcastle Herald , 29 June 2012, the meeting gathered a group of approximately 70 like



Image by Rhino

A Special Night at the Raffles

Our regular Friday night raffles are run to raise funds to support the Westpac Rescue Helicopter Appeal and Port Hunter 16' Sailing Skiff Club Juniors, the Flying Ants Division. Those attending the raffles on Friday 1 June, shared in the excitement as presentations were made to these groups on behalf of NCYC.

NCYC Director Tony Lobb presented a cheque to Peter Cummings, Crew Chief for Westpac Rescue Helicopter. Kris Rickard, member of the NCYC Raffle Committee, made the cheque presentation to Harvey Plumstead, President of the PHSSC Juniors Consistent with NCYC's Community Support Program.

Richard Howard, Chief Executive Officer NCYC, then formally presented an “Open Bic” to Port Stephens Sailing and Aquatic Club. This is for use in its junior sailing programs.

It is appropriate at this time to recognize the huge contribution of time and energy made by NCYC Raffle Committee (Robin Hillery, Kris Rickard and Ernie Thirkell, Club Captain). The support that NCYC is able to give to the Westpac Helicopter Appeal (while hoping we never need to call on their assistance), and PHSSC Juniors is all due to their efforts and the amazing support of our members and guests who regularly buy a ticket (or ten).

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Where in the world is our burgee?
A competition for members only.



Winter 2012 Winner was:
NCYC member Warren Amos.
“Where in the world WAS our burgee???”
Wangi Wangi, photographed
by NCYC Life member Gloria Thirkell.



The Prize: Dinner for two at the “Galley”.

The Task: Select the correct locations from the options.

The Winner: The first correct entry drawn from the barrel.

To Enter: Four simple steps.

1. Collect an entry form from the bar.
2. Select the correct answer from the four options:
 - a. New York
 - b. Boston
 - c. Main
 - d. Los Angeles
3. Fill in your membership and contact numbers.
4. Put the form in the box provided.

Closing Date: Wednesday 31 October 2012.

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



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Coming Events...

SEPTEMBER 2012

Month of Giving

- Supporting Mission to Seafarers, Newcastle
Assist Rev Garry Dodd achieve his wish list
See page 20 for details
- NCYC Founders Day Celebration
Saturday 1 September 2012
See page 8 for details
- Fathers Day
Sunday 2 September 2012
- Forgacs Defence Inner Spring Regatta
Friday 7 to Sunday 9 September 2012
- Lady Skipper Day
Sunday 16 September 2012
- Butcher Boat Wine Club Dinner - Night of Reds
Tuesday 18 September 2012
- International Talk Like a Pirate Day
Wednesday 19 September 2012
Dressing up and Pirate Talk all day
- Trivia - Proceeds to Newcastle Rowing Club
Thursday 27 September 2012
- Newcastle Etchells Offshore Regatta
Saturday 29 September to Monday 1 October 2012

OCTOBER 2012

- HRMI Cup
Saturday 13 October 2012
- Trivia—Proceeds to Marine Rescue Newcastle
Thursday 25 October 2012

NOVEMBER 2012

- Rotary Calcutta
Monday 5 November 2012
- Melbourne Cup
Tuesday 6 November 2012
Melbourne Cup Cocktail Party
in the Marquee \$30pp
Melbourne Cup Formal 3 Course Luncheon \$85pp
Champagne, Sweepstakes, Best Dressed and more!
- Newcastle Craft Beer Week, 19-25 November
Beer week dinner Wed 21 November 2012 at
NCYC - Details on page 7
- Trivia - No trivia in November

DECEMBER 2012

- NCYC Christmas Party - (A date for your calendar)
Sunday 9 December 2012
Check web and notice boards closer to the date.
- Trivia - No trivia in December.

EVERY WEEK

- Friday Night Raffles - Tickets sale 6pm. Draw 7pm
- Sunday Breakfast - 8am-10.30am
- Monday and Tuesday Nights - \$13 Dinner Specials

Security Phone Numbers

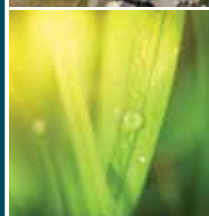
Emergency

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

*Avast ye salty seadogs!
Pirate King B says give to the
seafarers Mission in September
Arrrrrrr!*

Club Directory

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