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newcastle cruising
yacht club journal

sailing - NCYC winter series wrap 12

you can't keep a good girl down 17

celebrating our history 21

spring 2013

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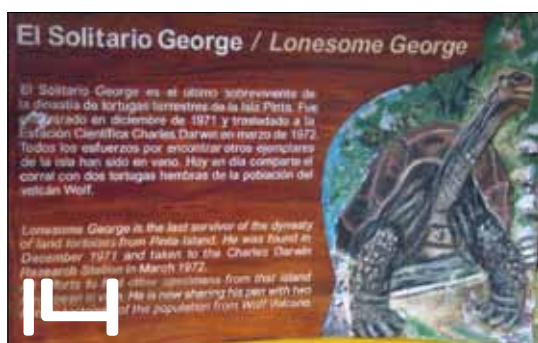


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www.ncyc.net.au

Full directory: p 23 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

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Spring 2013 Journal

A quarterly publication

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Editor: Di Hansen

Sub-Editor: Rebecca Stuart & Jan Howard

Cover Photo: "Long Time Dead"
owned by Matthew Fensom

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



NCYC Members' Benefits

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



NCYC Members' Non-Club Discounts

East Coast Marine & Sail	10% discount to NCYC Members on selected items
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Phone: 02 4961 1663
www.ecmarinesail.com.au



Rocksalt	Complimentary glass of wine for each guest who is a member of NCYC when dining
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Phone: 02 4961 1676
www.rocksaltnewcastle.com.au



Heliservices	10% discount for NCYC Members
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Phone: 02 4962 5188
www.heliservices.com.au



Cote D Azur Accommodation	10% discount on accommodation to NCYC Members
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Phone: 02 4984 9595
www.cotedazurnelsonbay.com.au



Cheery Lane Cottage – Gulgong	10% discount on accommodation to NCYC Members
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Phone: 02 6374 2289
www.cherrylanecottage.com.au



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

Commodore's Message



Our AGM was conducted on 15 August 2013 and I am pleased to advise that the current directors were re-installed for the 2013-14 year.

The team consists of:

Commodore: Phil Arnall

Vice Commodore: Jim Holley

Rear Commodore: Kym Butler

Club Captain: Ernie Thirkell

Treasurer: Larry Curtis

Director: Tony Lobb

Director: Steve Rae

The opportunity was taken at the AGM to apprise members of Club activities during the 2013 year and summarise the challenges ahead for the coming year. A copy of this presentation appears on our website for those who were not in attendance. Of special note is the good financial result for the Club in the face of difficult trading times for our industry. This is a credit to management and all staff at the Club and the opportunity was taken at the AGM to thank them for their efforts.

We are embarking on a very busy period for sailors at the Club commencing with the EnviroPacific Services Inner Spring series over the weekend commencing 31 August 2013. We have secured some interesting entries from other clubs as this event becomes more widely known in the sailing community.

The Laser Friday Racing Program commences on the first daylight saving Friday of the year and thanks to the efforts of the Sailing Committee, principally John Searle, the fleet is growing as is the interest in this class.

The highlight of our 2013/14 sailing season will be the 2014 Audi Australian IRC Championships which will be held over Easter next year. This will cap off by far the busiest sailing season that our Club has experienced.

I would like on your behalf to offer congratulations to the following members:

- Ivan McFadyen on completing the short-handed Melbourne to Osaka Race and the TransPac Race (from LA to Hawaii). Ivan has promised an article or two for future editions of our Journal!
- CEO Richard Howard for reaching the finals of Young Executive of the Year in the Hunter Business Awards. Whilst not taking out the gong it was a most commendable effort.
- Hard working Roy Baker celebrating 5 years' service for our Club.

- Larry Curtis for his tenacity in successfully establishing the Newcastle Game Fishing Club and achieving affiliation with the NSW Association. The Newcastle Game Fishing Club will have full reciprocal rights with our Club and we look forward to welcoming them to our marina and facilities.



One of the first tasks for the board in the new financial year will be to lay down a strategic direction for the Club for the next 3 to 5 years for presentation to members. We are excited about this task and the opportunities in front of our Club going forward. However, any club is only as good as its members and your continued support of our Clubhouse and facilities is encouraged.



Phil Arnall, Commodore



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Chief Executive Officer's Report



Once again welcome to the spring edition of 32-55. As you may be aware, life member Gloria Thirkell has 'semi-retired' from editorial duties on the journal and NCYC's Executive Assistant, Di Hansen has taken up the reins. I would like to congratulate Di for her conscientious effort and diligence in learning the ropes in relation to NCYC's journal

and acknowledge the tremendous investment Gloria has made over the past few years in making the journal such a wonderful publication. Although big boots to fill, I am confident in Di's ability (with the assistance of numerous members/contributors) to ensure the on-going success of the journal.

As I write this article, I am still coming down from a 'high' following an invitation from Malcolm Goodfellow earlier today to join him to pilot a Cape size ship into the harbour. The experience was a real eye opener in relation to the constraints within which the NPC's Pilots operate on approaches to and within the confines of Newcastle Harbour. Further, the level of regulation within which the pilots operate is quite amazing. From navigation to OH&S and even air traffic control there is a plethora of regulatory requirements that must be met (really quite similar to aviation). Malcolm was a great host and provided an informative and interesting insight into the good and the less desirable aspects of being a pilot in Newcastle Harbour. A more comprehensive article regarding the experience will be included in the next edition of NCYC's journal.

During May 2013 I attended a conference with other yacht club GMs and CEOs from around Australia that was hosted by Sydney yacht clubs RSYS and RPAYC in conjunction with the Marine13 Conference at Darling Harbour. This was the second such conference for this group and followed the inaugural meeting hosted by CYCSA in Adelaide last year. The conference provided opportunities for yacht club managers to discuss a number of issues facing all clubs at the moment such as corporate governance, participation rates, marketing, infrastructure and membership demographics. The conference has also assisted in establishing some strong networks between the clubs which will result in better sharing of information and resources in the future. The 2014 conference is scheduled to be held late next year at RFBYC in Perth.

Last but not least, Club Operations Manager Roy Baker recently (August 2013) celebrated a significant milestone at the Club. Commencing at NCYC in 2008

Roy celebrated 5 years of continued service at NCYC. Roy has displayed dedication to the Club over the past 5 years through a period of significant growth and change at NCYC and always has the Clubs best interest at heart. Please congratulate Roy on this achievement next time you see him in the Club or around the marina.

With the summer sailing season commencing at the end of August with the EnviroPacific Inner Spring regatta I wish you all the best and safe sailing over the coming 3 months.

Richard Howard, Chief Executive Officer



A Different View Heading into Newcastle Harbour - Image by Richard Howard



**HUNTER
BUSINESS
AWARDS**
TWO THOUSAND & THIRTEEN
FINALIST

Congratulations to Richard Howard
who was a finalist in the
Hunter Business Awards 2013.

Richard was nominated in the
Young Business Executive category,
which recognised inspirational
young professionals who have built
a successful career with an organisation.

NCYC - Our Club

STAFF PROFILE Kanticha Fumfui

Kanticha joined NCYC in February 2012 as a casual chef and has recently taken on a full time position in the kitchen. It is a role which has allowed her to refine her culinary skills in regards to western foods and provided her with a great foundation to further her career.



Kanticha was born in Phichit, Thailand, where she had 5 years experience working in the hospitality industry before migrating to Australia 4 years ago. Since then, she has studied at culinary school and has been working in various bars and restaurants throughout Newcastle.

Kanticha enjoys the challenge of incorporating traditional Thai cuisine with a twist into the menu when given the opportunity.

When she is not creating mouth-watering delights, Kanticha enjoys shopping, going to the cinema, travelling, rugby league & spending time with her family.

Thursday Night Members Draw

Up to 4 draws per night:
6.15pm, 6.30pm, 6.45pm and 7pm.
Cash prize starts at \$200 - jackpots if not won.

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



FIRST AID UPDATE

On Saturday 8th June, Surf Life Saving NSW conducted a First Aid Training Course at NCYC, which included operating a defibrillator.

NCYC has recently purchased a defibrillator, which is located in the Club.



Boating Safety Forums

Boating Safety Forums were held at NCYC in June & July & presented by Chris Griffiths from Master Class.

These 2 forums covered how to use inflatable life jackets, EPIRBs, PLBs, AIS, safety items & emergency flares.

We have received positive feedback from these forums & hope to plan more in the future.

If there is a particular seminar that you would like NCYC to organise, please

contact the administration office on Tel: 4940 8188.

Keep an eye out for your
special Birthday offer



Bring your birthday certificate to dine in the Galley Restaurant between Monday – Thursday nights to receive a free bottle of wine. (minimum 4 guests)

SAFETY & SEA SURVIVAL COURSE

The Safety & Sea Survival Course is an essential learning forum for anyone who ever takes to the sea in a sail or motor vessel, either professionally or recreationally.

The intensive two day course aims to deliver up-to-date information and current techniques in an interactive environment. The course includes practical drills where candidates will become familiar with the deployment and use of life rafts and lifejackets in a pool plus a flare deployment practice.

The certificate awarded meets the eligibility requirements of section 6.01 of the ISAF Offshore Special Regulations for Category 0, 1 and some Category 2 offshore races & is valid for 5 years.

Safety & Sea Survival Courses are conducted by specialist instructors at Yachting Australia Accredited Centres in Newcastle at Master Class.

Two day course - 2 & 16 November \$465.00
Revalidation 1 day course 27 October \$350.00

For more information or to make a booking call Chris Griffiths on 0418 442 755 or email: sea.g@bigpond.com





The HMRI Cup is a fantastic annual event & raises much needed money for Medical Research at HMRI.

31 October 2013

Please advise your intention to compete with the Sailing Office as soon as possible.

e: sailing@ncyc.net.au

ph: 4980 8188

TRIVIA FUNDRAISER

Ronald McDonald House

31 October at 7pm

In the Club Marquee



Come along for a fun evening

Bookings: **4940 8188**

or functions@ncyc.net.au



**Transport
Maritime**

HEALTHY WATERSWAYS AND RESPONSIBLE BOATING

It is the responsibility of boat owners and skippers to manage all waste from vessels.

Sensible environmental practices when using and maintaining our boats will go a long way to preserving the aquatic environment for future generations.

Here are some suggestions on how to responsibly manage pollution from your vessel.

- Make sure your boat and its engines are in good working order. Regularly check seals, gaskets, hoses and connections for leaks and drips. This will help to prevent oily waste from being discharged overboard via automatic bilge pumps.
- Keep your bilges clean to prevent pollutants being discharged overboard. Use absorbent pads to clean oily bilges, or use pump out facilities ashore.
- Take care when refuelling to avoid spillage into the water. If you overfill your fuel tank, wipe up the spill with a rag, do not hose fuel into the water.
- Install a holding tank (on small craft, this could be as simple as using a portable toilet). Dispose of all holding tank contents at a pump out facility.
- Dispose of all rubbish ashore – This includes cigarette butts.

What is the Law?

Polluting our waterways, whether intentional or not, is a serious offence and can lead to fines and legal proceedings.

Pollution includes the introduction of products such as oily bilge water, fuel, sewerage, litter and cigarette butts. Ensure you are taking all steps to avoid polluting the water.

Pump out Facilities

The Newcastle Cruising Yacht Club provides shore based pump out facilities for members and visitors. The club is equipped to dispose of sewerage and oily waste.

Contact the Dockmaster on 0408 299 521 to organise pump out.

Report It

Report all spills or pollution incidents within the Newcastle Cruising Yacht Club to the Dockmaster. Phone: 0408 299 521.

Stow it, don't throw it! Bring all of your litter and waste back to shore for proper disposal.

Leave nothing behind.

Social Highlights

Masquerade Ball 22 June 2013

A social evening, in lieu of the much anticipated Masquerade Ball, was a fun night for all NCYC members and friends who attended the event.



Everyone had a wonderful time sharing stories over a few rounds and dancing the night away.

Congratulations to Kim Elliot and Mike Eggleston for getting all dressed up and taking out the Best Dressed Awards!



Ian, Vickie and Gail



Tanya and Len

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Darrell, Ernie and Gloria



Ross and Kim

CONGRATULATIONS



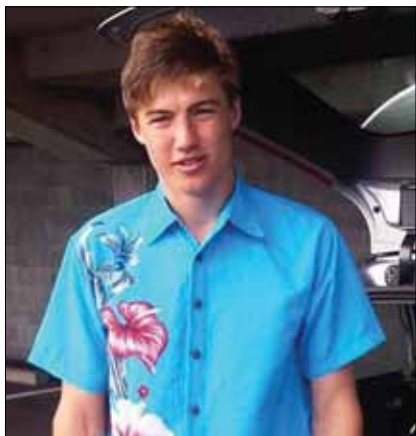
Ross & Kim Elliot recently married at NCYC

Tecla Tall Ship Voyage



Newcastle Harbour Rotary in conjunction with NCYC is please to announce that Max Searl has been chosen to represent both organisations on a voyage on the Ducht Tall Ship Tecla from Hobart to Sydney in late September 2013.

Max was one of a number very worthy nominees for the voyage and the selection panel had a difficult task in choosing who to send on this fully funded voyage.



By way of acknowledgement and a thank you

for those nominees who were not successful on this occasion, NCYC has organized a once in a lifetime opportunity for each of them to join the Master of a Svitzer Tug and assist with the safe navigation of a ship into the Port of Newcastle.

Max's voyage on the Tecla has him departing Hobart on the 24 September 2013. The voyage will also be a tall ship race so Max will be able to put his competitive streak to work assisting in sailing the Tecla from Hobart to Sydney.

We look forward to Max Searl reporting on his trip on the Tecla later this year and hope that NCYC will have further opportunities to partner with Newcastle Harbour Rotary in the future to provide exciting opportunity such as this in the future.

Good luck Max!



The Tecla

ON THE BRIDGE with Paul McGrath

Problem: Fastidious preparation, clarity in communication and skilful technique are all attributes of the successful sailing skipper. And so it is for bridge. In the following problem decide how you would play 5C by South on the lead of the trump three. You need to take eleven tricks and you have only ten 'off the top'. Given the trump lead and the obvious follow-up of another trump by your opponents if they should get in with a heart gives you no hope of ruffing (trumping) a heart in dummy. The preparation (the auction) has not been perfect and has landed you in a reasonable contract but an inferior one to 4S. As well as this you can see there is no communication between the North and South hands – there are no entries to the North hand. How will you assert your declarer skills to overcome these obvious problems and manoeuvre your craft to the winning mark?

NORTH

♠ KQJ962
♥ 98
♦ Q95
♣ 94

SOUTH

♠ A
♥ AT73
♦ A
♣ AKJT762

Solution: page 19



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NCYC Photo Competition

Judged by Peter Field.

Newcastle School Portraits

Category: "Maritime"

All NCYC members are invited to submit an image for the Summer 2013 competition.

Conditions of Entry:

- Photographer must be a current member of NCYC.
- One high resolution entry per person per issue.
- Send electronic format to: info@ncyc.net.au.
- Deadline for entries Friday 1 November 2013.

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

Highly Commended:

1 - John Curnow 2 - Maree Edwards 3 - Julia Wilkes



Sailing - Winter Series Wrap

By Richard Howard

NCYC's 2013 Winter Series was a great success with between 10 and 14 entrants competing in the series which was plagued with a variety of conditions resulting in racing being cancelled due to too much wind in some cases and not enough on other days.

The regatta was conducted over windward leeward courses which provided the Race Committee with some practice for the coming season. Fleet numbers were bolstered with the likes of Close

Halled, Toy Story, Yes, She's the Culprit and Wallop deciding to compete in the series and taking advantage of NCYC's free berthing for visitors and no race entry fees for Club racing.

On the final day of the series which had been hampered by big breeze, the conditions were perfect. On a glorious winters Sunday morning without a cloud in the sky, and nice brisk 10 knot westerly, the fleet headed directly off Newcastle's Nobby's Beach to be greeted by flat seas. There was a lot at stake as yachts headed offshore for two scheduled windward - leeward races. The pointscore situation, was very close indeed.

Starting on time, the fleet jockeyed up for the start of the first race. With IRC divisional series leader, Schouten Passage (Rob Howard), a single point ahead of PT73 (Tony Lobb) and three points clear of Storage King Wallop (Peter Hewson), the final day's racing was guaranteed to go down to the wire. Similarly, in PHS, while Summer Salt (Tim Gleeson) held a 5 point stranglehold on the series Toy Story (Tom Woods), She's the Culprit (Michael McDonald), Novocaine (Vaughn Stephens), Wallop and PT73 were still in



Yachts jockeying off the start

contention for the minor series placings or potentially a series win depending on how the dominoes fell.

After a clear start, the fleet of 11 split evenly across the course on the 1.4 nautical mile beat, with PT73 hitting her straps off the start line and establishing an early advantage up the middle of the course. Schouten Passage struggled off the line with a clearing tack seconds before the gun, necessitating them heading right up the first beat in a light breeze more suited to the Farr 40 configuration than that of the Beneteau 40.7. At the windward mark PT73 led Storage King Wallop and further extended down the run with Anger Management (Phil Arnall) and Toy Story working their way into the mix, as the breeze continued to soften. The pack behind which included Close Halled (Graeme Hall), Marta Jean (Steve Rae), and Schouten Passage again split across the full width of the course, attempting to get a shift or waft of extra breeze.



PT73 on her way to winning the series on IRC

Subsequent to a late start, Long Time Dead (Matt Fensom) showed perseverance, revelling in the light conditions, and clawed back much of the five minute self-imposed handicap to be within striking of the leading pack as they approached the top mark for the second time.

Following a slower second downwind leg in a fading land breeze, PT73 crossed the finish ahead of Anger Management and Toy Story.

On completion of the first race, the Committee battled with trying to reset the course in the ever fading winter breeze, while the fleet basked in the sun and having the pleasure of watching a number of whales journey up the coast on their annual northern pilgrimage. Following a short postponement, the Race Committee pulled the pin on further racing and the fleet headed for home.

PT73's convincing line honours win in the final race had her take out IRC, with Schouten Passage sneaking in for a 2nd, a mere one second ahead of Storage King Wallop. PT73 took the honours in PHS ahead of Marta Jean and Anger Management.

With the series decided, PT73 won IRC on a count back from Schouten Passage, with Summer Salt hanging in there to take the title on PHS.



Schouten Passage approaching the bottom mark

Newcastle Game Fishing Club

By Scott Morris

As you may be aware, the Steering Committee of ANGFC, consisting of Larry Curtis, Scott Morris, David Teasel, Robbie Hyland and Richard Rocchi have been working hard behind the scenes to construct a proposal to present to NSWGFA. This would enable us to give Newcastle its own Affiliated Game Fishing Club that could operate out of this beautiful harbour.

We have just returned from the NSW Game Fishing Association Annual General Meeting at Batemans Bay. Our attendance supported our bid to become an affiliated Game Fishing Club.

Well, we have some great news!! We are very excited and proud to announce that our bid has been successful. This means the Port of Newcastle now has its own Affiliated Game Fishing Club – Newcastle Game Fishing Club Inc. (NGFC).

We couldn't have succeeded without the support of the Newcastle Cruising Yacht Club, the Great Northern Brewing Company, the 104 passionate people who have shown their interest and belief in establishing a club of our own!

So now it will be all hands on deck! We will be very busy in the coming weeks and months. We have a lot to organise and discuss including confirming foundation and general memberships, tournament / fishing dates, planning to challenge for the Interclub, building an interactive website, confirming and sourcing sponsors, etc.

Stay tuned, we will keep you informed with our progress and we will have screaming drags before you know it!



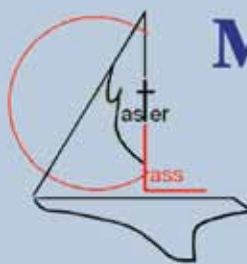
For further enquiries, please contact:
Scott Morris - 0412 127 400
or Larry Curtis - 0419 692 900



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I bought "Aktio" in Greece & sailed her home - part 3

By Steve Girdham

Crossing the North Pacific

While sailing South via the Las Perlas Islands in the Gulf of Panama, to Galapagos, I became acquainted by radio with a couple on a 38 ft Hunter, "Forever Free", whose destination was Las Perlas.

Having been power boat owners previously with no sailing experience, and not knowing the boat, this couple hired a skipper for the first 300 miles from Florida and then went it alone. Consequently they had more than a few problems caused by the fact that they didn't have the boat set up properly. They had no spinnaker pole, no AIS and no radar. They did have a sat phone from their set up in Florida and were very fortunate to have a Quadrant steer auto pilot which they used 24/7. They were more than pleased that I could assist by teaching them over the radio.

Both yachts crossed the equator together about 100 miles south of Galapagos. On two different days we came across a line of plastic articles of all sizes and types. The individual articles were spread out about half a metre apart. It looked as if someone had just dropped plastic objects as they went along. On each day travelling at 4kn (walking speed) the line went on for over 7 hours! Predominantly there were Shell Helix 5 litre drums – literally thousands of them, not only in these lines, but also on the beaches.

The "Forever Free" set a Rhumb line to Galapagos. At this time I used AIS to contact ships and was also in contact with world ARC (Atlantic Rally Crossing). The ARC charge about \$5000 and they give support in lots of ways: pre and during the rally, they keep skeds. ARC covered to St Lucia. From there the World ARC (for boats from 35 ft up) costs \$30 000 if you want to do the whole thing.

The AIS gives course, speed, name of boats and allows you to ask by radio for weather reports. These reports indicated storms between 5 deg and 8 deg S, so I went to 10 deg S. "Forever Free" got storms every day. At one stage, only having to deal with 6-8 storms, "Aktio" was 230 miles ahead of "Forever Free", and got into Galapagos 12 days ahead of them!

Galapagos

Each visiting yacht is only permitted to visit one of the islands. An exception is made for the World ARC boats which have permission to visit three islands.

The single boat Galapagos Navy runs all the fuel services, charging locals \$1 per gallon. For visiting yachties, it is \$5 plus other associated costs!



A good reason not to leave your dingy down.

Visitors are required to purchase a fuel certificate for a specified quantity of fuel, at a cost of \$20. It then costs another \$20 to hire a cab to take the containers to a fuel station. Fortunately this also covers the trip back to the water taxi (owned by the same person), which then takes the fuel out to your boat. It's worth mentioning that an armed guard checks the fuel certificate at the pumps, making sure that you get no more than the amount specified.

The only fresh water available on the islands is desalinated and purchased in 20 litre plastic containers at a cost of 50 cents each. Another surprise was finding out that the Galapagos Islands have reached their quota for cars, so that any new ones can only be taken onshore after an old one is first taken off.



Lonesome George, the last of a species

Each island has its own species of tortoise. I actually got to see Lonesome George, the last of the dynasty of land tortoises from Pinta Island. He shared his pen with two female tortoises from Wolf Volcano. George died about one month after I was there.

To be continued.

Part 4 Darwin to Bali Sea in one week

By Peta Broadbent (Passage Diary Extracts)

12th May

0900 cleared by Customs. Take on 680 litres at Cullen Bay fuel wharf, enough to motor for 9 days). Depart at 1230. Hoist sails at 1330. Sail across the Timor Sea on a major cruising route for the next 12 hours.

13th May

Noon position 11.54.2S. 128.40.9E. 24 hours: 131nm. Wind turns south and dies in the early hours. Poling out the headsail doesn't help- back to motoring all day and night. Our details confirmed by Australian Customs Aircraft 33. Catch a tuna for dinner.

14th May

Noon position 11.14.5S. 126.23.7E. 24 hours: 141nm. Motorsail in light S-SE all morning. Cross outer limits of the Australian Fishing Zone. Contacted by another Customs Patrol Aircraft confirming our next port of call is Singapore. Wind turns east and freshens. Good speeds with just our genoa, gybing across our rhumb line. Sail until daybreak. Seas quite roly, with a swell of 1.5m. Many flying fish land in the boat. I spend a good part of my night watch throwing them back and cleaning scales and blood from the cockpit.

15th May

Noon position 10.37.9S. 123.58.4E. 24 hours: 147nm. A steady E 10-15 knots all day. By mid-morning, sailing under genoa. The hazy outline of West Timor is on our starboard bow. Early afternoon, furled genoa and sail full main only, a smoother ride and faster speeds. The genset stops just before 1400 while we are charging batteries. Morrie has to climb out onto the transom to access it, so waiting for calmer water. Now only power source is main engine. Have also lost power to our only electric winch. Pass through the Strait between Roti Island and West Timor. Dropped main and set genoa with 2 reefs for the night. Easterly, increasing to 20-25 knots gusting to 33. Rolly swell is making sleep hard.

16th May

Noon position 09.57.5S. 121.21.3E. 24 hours: 151 nm. Passed north of the Savu Islands and are in the Savu Sea heading towards Sumba Island. Easterly eased to 15-20 knots. At 1400 we pass some long low fishing boats, one waving at us to move away. We then spotted a large float attached to the end of his nets, about half a mile downwind of him. During the rest of the afternoon and evening we motor up along the east coast of Sumba, about 10nm off shore, in light E/SE winds.

17th May

Noon position 08.33.7S. 119.12.3E. 24 hours: 155nm. 0100, Pass Sasar Point light on the NE corner of Sumba. Enter the Sape Strait between the islands of Sumbawa and Komodo. The "Mayabada" heading to Java calls

us on the radio for a chat and ends with "welcome to Indonesia and enjoy the panorama". Late afternoon passed the Point Naru light (with the 1930 metre Sangeang volcano to starboard. The wind turns SE-S allowing us to sail for a few hours.

18th May

Noon position 08.08.5S 117.22.4E 24 hours: 122nm. 1100, anchored at Medang Island, we empty the rest of our containers into the fuel tank. Without a cruising permit you are allowed only one emergency stop in Indonesia. We see lots of poorly maintained coconut palms and some cows grazing near a beach, but only a few signs of civilisation.

1300 Set sail for a few hours in light N winds. Made 150 litres water in 4 hours. We pass a few hard to see, fish floats (stakes and containers lashed together) - real hazards even in daylight. Lost power to the forward head, and to the 12 volt sockets in the saloon and forward cabin. Over an hour before restored. Rounded the northeast point of Lombok Island, just after midnight.

19th May

Noon position 08.44.4S 115.12.8E Benoa 0400 Round Trewangan light and go through the Lombok Strait, a busy shipping channel, towards the southeast corner of Bali, 51.5nm away. During Early morning we are in the midst of hundreds of traditional prahus - double outrigger canoes with a colourful triangular proto-lateen sail hoisted on a stump mast. It has been said that they sail "like witches" and helmsmen wear crash helmets during regular races.

Pass west of Nusa Penida island and into the Badung Strait. Tidal streams run at more than 8 knots. Many tide rips and eddies. Ferries run back and forth between the islands. 1130t we get to Benoa, the main port for Bali. The entrance is not easy to spot; the harbour is clogged with tourist boats, jet skis and speed boats. Parasails fill the sky, the speed boats towing them darting heart-stoppingly close across our bow. the waterfront looks gaudy and a bit seedy. We are welcomed to Bali as we tie up at the Bali Marina fuel wharf. It is a good idea to check the quality of the diesel in Indonesia by pouring a little into a clear container and checking for water or sediment after allowing it to settle for 5 minutes.

It looks clean and we load our 9 containers into the marina's runabout and they bring us back 180 litres of diesel.

1400, as we clear the harbour heading for the Bali sea: locals are fishing in chest deep water, (background image), tourist boats are tearing around, and waves are crashing over the reefs where a boat is being salvaged.

To be continued.

News from Newcastle Port Corporation



Friday 9 August 2013

MEDIA RELEASE

TRADE RECORD FOR THE PORT OF NEWCASTLE

The Port of Newcastle achieved another record year of trade in 2012-13, trade statistics released today by Newcastle Port Corporation show.

Newcastle Port Corporation Chief Executive Officer, Gary Webb, said the total trade throughput for the 2012-13 financial year amounted to 148.8 million tonnes, an increase of nearly 16 per cent from 2011-12.

"The Port of Newcastle community is to be congratulated on these results, and on 13 consecutive years of growth."

"Coal exports reached a new record of 142.6 million tonnes, which was 20.7 million tonnes more than achieved in the 2011-12 financial year."

"The port continued to be a major supplier of coal to Asia, with Japan, China, Korea and Taiwan accounting for 94 per cent of coal exports."

The total value of trade in 2012-13, incorporating more than 40 commodities, was \$19.10 billion dollars. Coal exports were valued at almost \$15.25 billion and trade in other commodities was valued at almost \$3.86 billion.

A total of 4,631 vessel movements were recorded for 2012-13. This was an increase of 483 movements (12%) on the previous year and reflected the growth of trade in the port.

Highlights of the 2012-13 trading year were:

Commodity	Tonnage in 2012-13	Comparison to 2011-12	% Increase
Coal	142,640,793	Increase of 20,736,159	17%
Fertilisers	350,427	Increase of 82,416	31%
Fuels	621,946	Increase of 181,704	41%
Mineral concentrates	449,014	Increase of 59,631	15%

Some commodities decreased in trade volume in 2012-13, such as alumina, grains and woodchips.

The construction of new infrastructure within the port will contribute to future growth in trade. Three major projects are under construction: the \$800 million final stage of the Newcastle Coal Infrastructure Group Terminal; a \$28 million Newcastle Agri Terminal grain import/export facility, and a \$50 million Stolthaven Australia Pty Ltd Bulk Liquids Terminal. Independent Cement and Lime has gained planning approval to construct a \$37 million cement and slag receipt and despatch facility on Newcastle Port Corporation's Mayfield site.

PAGE 1 OF 2

Media contact: Lauren Eyles, Senior Manager Communication Services, phone 0428 607 537.

Footnote:

Total trade throughput (imports and exports) for the past three years:

• 2012-13	148,866,588
• 2011-12	128,610,354
• 2010-11	114,575,744

Major statistics of the 2012-13 trading year included:

COMMODITY	TONNAGE	VARIANCE (IN TONNES)
• Alumina	1,031,836	down 316,068
• Aluminium	127,967	down 38,235
• Coal	142,640,793	up 20,736,159
• Concentrates	449,014	up 59,631
• Fertilisers	350,427	up 82,416
• Fuels	621,946	up 181,704
• Grains	1,658,208	down 204,483
• Grinding Media	51,793	down 5,203
• Petroleum Coke	190,502	down 69,935
• Steel	300,684	down 1,883
• Woodchips	149,652	down 108,112
• Other commodities (eg project cargo)	1,293,766	down 50,975
Total trade throughput 2012-13	148,866,588	up 20,256,234

Interview opportunity:

Gary Webb, Newcastle Port Corporation CEO, is available for interview re: the trade statistics on Friday 9 August.

ENDS



Image supplied by Newcastle Port Corporation

You can't keep a good girl down

By Kris Rickard

Woodstock was holed and sunk after a collision at the start of NCYC racing on Sunday 25 November 2012.



Image by Greg Jackson

On Saturday 8 December 2013 Woodstock was winched out of the water at Noakes Boatyard.



Image by Kevin Abrahamson

When we finally had her out of the water, it was hard to believe what two weeks submerged had done. The sails had come undone. Being dragged through the water, had twisted the push pit and pull pit. Tidal movement as she lay on the sandy bottom, had taken paint off her port side. Barnacles had started to grow and diesel was caked over the hull. She didn't look too bad from the outside!

Inside was a complete disaster.

Len has in the past restored fourteen old homes to their original beauty and was confident of achieving the same results with his yacht. Len was adamant that through his own expertise and labour he would restore, rather than accept the insurance money to buy another boat.

When the insurance assessor had been through the boat with my brother Len, I was finally able to go below and see for myself. The devastation and smell were unbelievable. Although most of the liquid had been drained from her as she sat on the sling, there was still a lot of salt water polluted with diesel, soaking clothes, cushions, life jackets, linen, food, pictures and all the other things that made this vessel Len's home.

Our first job was to empty out everything including bedding and seats then flush with fresh water.



Image by Kevin Abrahamson

Most of the beautiful, dark interior wood panelling, was damaged by diesel so the only option was to repaint. The resultant lighter coloured area complemented by the new muted crimson leather seating, made the interior look roomier and brighter than before. A new look for a new life – a new identity. At the time of writing, there is still much more to be done.



On the hardstand Inside looking out.
Image by Len Croft



Inside was a complete disaster. Image by Len Croft



A roomier and brighter new identity.
Image by Len Croft

There are the big jobs: the rigging and rails, which need to be straightened and the mast which must be taken out and checked.

The rest is just a matter of time – scrubbing and scraping of the hull, deck, cockpit and mast, then painting it all. Len believes that he will have Woodstock ready to sail again by Christmas.

We all congratulate Len who was honoured at the 2012-2013 Sailing Season Presentation night, with the Tenacity Award, in recognition of his amazing tenacity and dedication in working toward his goal - the restoration of Woodstock.

By Howard Keegan

Business on the marina has been quite strong and steady over the last few months with May marina occupancy being one of our biggest ever. The word is spreading that Newcastle is the perfect stopover for transient vessels to take a break from the ocean elements, restock supplies, make repairs and enjoy our facility before they continue their journey. We have also seen quite a few large luxury craft pass through from interstate and overseas all in preparation for the Sydney Boat Show.

Repair and maintenance work continues on A arm with the strengthening of the ring surrounds of T ends and south facing piles (A arm bears the brunt of wind and waves and protects the remaining arms of our marina). All of the main arm and southern side berth joints of A arm have been strengthened plus we are doing regular inspections of the arm to maintain the integrity of the joints.

All of NCYC's marina arms have now been pressure cleaned with berth numbering applied on the walkway and berth numbers re-labelled on a fluorescent background on all berth ends so as visitors can find allocated berths with greater ease.

Recent winter wet weather has caused problems with our electronic key card system on the marina. I apologise to those people who have been inconvenienced by this issue. We have installed covers to protect the card readers which have also been turned upside down for easier access with the cards. This electronic system is now out dated. With many technologically advanced security systems now available, we are investigating and costing some options and hope to have a new marina secure access system in the next 6 months.

A repaint of NCYC's upstairs marina amenities will also occur in the next couple of months. Shower taps and rose heads have already been replaced. According to many visitors, our amenities are one of the most popular on the east coast so it is important that we keep them clean and fresh in order to maintain this good reputation.

Other assets being upgraded are NCYC's two club vessels. Wombat has been totally rewired with new bilge pumps and battery charger installed as well as new B & G wind instruments. This will significantly improve our ability to monitor wind conditions and lay good racing courses.

Wombat has also had a long overdue interior cleanout with all timberwork having been recoated as well as the upholstery, head liner and carpet professionally cleaned.

George Keegan has had a new depth sounder fitted and now sits on its new air dock thus making it easier for our volunteers to launch and berth. The new air dock will also allow George Keegan's engines to be better maintained and reduce the need for antifouling of the boat.



Wombat B & G Instruments

Both vessels are now berthed each side of our marina barge which was acquired earlier this year. The barge has been lifted and antifouled, has received an exterior coat of paint, and signage has been applied. All of our sailing equipment (buoys, flags, boat spares etc) is stored in the shed. This allows easy access to the boats and enables equipment to be well looked after.



George Keegan & The Air Dock

useful asset for the marina. It will be used for carrying out maintenance including signage upgrades, hinge inspections, barnacle/oyster removal from piles and other marina related jobs.

Safe Boating!

We have recently purchased a 3.6m aluminium work punt to be used predominantly for marina maintenance. Thanks to Club Captain Ernie Thirkell for donating an outboard motor and fuel tank for this vessel. This boat should prove to be a very



NCYC's Aluminium Work Punt

Supporting Community

Trivia Night - Marine Rescue Images and article By Lynette Van Homrigh

What happens when NCYC Skirts, Marine Rescue Newcastle, and Josh the Trivia Master meet on a stormy night in the marquee? – a thoroughly enjoyable and very successful NCYC Trivia Night in aid of Marine Rescue Newcastle.

June 27th was the memorable date. Marine Rescue Newcastle Unit Commander, Ron Calman, gave the welcoming address before a night of challenging trivia, games of heads and tails, and a tiered structure of fantastic raffle prizes. The evening's activities attracted a friendly crowd of approximately 60 people and raised just over \$900 to assist volunteer organisation, Marine Rescue Newcastle.

Marine Rescue Newcastle is very grateful for the wonderful initiative of Mary Holley, Jan Howard and the NCYC Skirts who organised the evening and for the generous donations of prizes from Martina and Peter Maslow, NOVA Cruises, East Coast Marine and Sail, Mitre 10 Mayfield, Whitworths, Bias Boating, NCYC and the NCYC Skirts.

Well done all! A great contribution and support for Marine Rescue Newcastle in their mission "to save lives on the water".

Extract from The Star 27 May 2013



In the event of an emergency, Newcastle Cruising Yacht Club members know that, once alerted, a Westpac rescue helicopter will be by their side.

And this is why the organisation was proud to hand over a \$4,000 cheque from its Friday night raffles.

NCYC Captain Ernie Thirkell said "Westpac Rescue Helicopter Service is a fantastic service for the Hunter, providing emergency medical transport, search and rescue capabilities to the community".



ON THE BRIDGE with Paul McGrath

Solution: Your aim should be to take two heart tricks or get an extra trick by forcing your opponents to lead into high cards in dummy. So, draw the remaining trumps and cash the spade and diamond aces. The best tack you can take is to play a small heart from hand. For the defence to have any chance West must play the king or queen and return the diamond king. You ruff this and play another small heart. If West wins then he can return a heart, in which case you will score both the ace and the ten of hearts or West will have to play a spade or a diamond and dummy will win. If West plays low on the second round of hearts then East must win with the jack and again if he returns a spade or a diamond dummy will win the trick. If East returns another heart – you go up with the ace and the other top heart falls. In bridge parlance your opponents have been endplayed – a term seldom used in sailing!!!

Full Deal:

NORTH		
♠	KQJ962	
♥	98	
♦	Q95	
♣	94	
WEST		
♠	83	
♥	KQ5	
♦	KJT743	
♣	83	
SOUTH		
♠	A	
♥	AT73	
♦	A	
♣	AKJT762	
EAST		
♠	T754	
♥	J642	
♦	862	
♣	Q5	

Newcastle Seafarers Centre Blessing of Redevelopment

By Reverend Garry Dodd

The anticipated doubling of shipping activity in the Port of Newcastle over the next 4 years has prompted the Newcastle Seafarers Centre at Wickham to significantly redevelop and expand its facilities catering for visiting seafarers.

The Hannell Street property has been welcoming mariners of all nationalities and creeds for nearly 70 years and for the past decade has been operated jointly by the Mission to Seafarers and the Apostleship of the Sea. It was officially opened by Lord Wakehurst, then Governor of New South Wales, in April 1944.

Services routinely provided include transport of crew members to and from their ships to the Centre as well as on shopping expeditions and to medical appointments, a library and reading rooms, complimentary meals, counselling services, provision of clothing and the use of computer facilities to enable contact to be made with family and friends overseas. Regular services are held in the non-denominational chapel.

Rev Garry Dodd, Senior Anglican Chaplain is assisted by Rev Michael Davies and Rick McCosker, a lay chaplain with the Apostleship of the Sea and a team of 38 multi-talented and dedicated volunteers who work as coach drivers, ship visitors, counsellors, librarians, kitchen staff and tradesmen.

The redevelopment was an opportunity to enhance and redecorate the existing facilities. Last year, we welcomed over 10,000 visitors to the Centre and this figure can only grow markedly in the next few years, given the expected growth of shipping in the port.



Redevelopment of Newcastle Seafarers Centre

It is extremely important that visiting ships' crew members are welcomed and offered the opportunity to spend some of their time ashore at our Centre. We find many of them have not had shore leave for periods up to six months and naturally they welcome the opportunity to spend some time away from their vessel & the port environment, however brief it may be.

Most seafarers centres around the Australian coast are equipped with computer facilities which visitors to the centre can use without charge to contact home and family. Sometimes however, a ship's stay in port can be quite brief, with the result that crew cannot be given shore leave, and to meet the situation, the Centre's ship visitors now take computers with them so that crew not able to get ashore, can still make contact with loved ones overseas.



At a ceremony at the Centre on 21 July, the Most Rev William Wright, Catholic Bishop of Maitland-Newcastle, blessed the building's redevelopment and the Port of Newcastle. This occasion provided an opportunity to express gratitude thanks to the many organisations & individuals in Newcastle who continue to support the Centre. Significant grants have also been made by the Sydney Bethel Union & the Australian Mariners Welfare Society, both of which have been regularly supporting seafarers' welfare for more than 150 years.

I came to the seafarers' ministry four years ago and recently decided to familiarise myself, first hand with a life at sea as experienced by the average seafarer.

This led me to spend three weeks as a crew member of a Chinese bulk carrier sailing from Melbourne to Papua New Guinea with a cargo of bulk wheat. (Full story in the Winter 2013 edition page 20) This journey gave me valuable new insights and a deeper appreciation of life at sea and its challenges, from the viewpoint of the Master down to the ordinary seaman.

96 Hannell Street,
Wickham NSW 2293
Telephone: (02) 4961 5007
Email: newmts@tpg.com.au



Celebrating our History

Twenty years on and with the support of our members, we have been able to identify the majority of those who attended the “expression of interest meeting” held at Queens Wharf Brewery on 29 November 1993.

As mentioned in our Autumn edition, after our initial EOI meeting to discuss the formation of Newcastle Yacht Club, a subsequent meeting was held on the

8th February 1994 when the Newcastle Cruising Yacht Club was formed, a constitution adopted and officers elected.

Thank you to all those who participated in identifying names. We would hope to eventually identify everyone in the below photo and again invite you to help out by sending an email to info@ncyc.net.au with the subject: 1993 photo.



Paul Hannan, Retired
(Founding) Commodore



01 George Keegan	16	31 Jim Lees	46
02 Paul Hannan	17	32 Kevin Hoffman	47 Peter Rundle
03 Bill Rock	18 John Stronach	33 John Fisher	48
04	19 John Church Snr	34	49
05 Ray Kiely	20 Ray Manning	35 Rob Chenery	50 Jim Holley
06 Keith McCord	21 John Payne	36 Tom Michilis	51 Mark Long
07 Murray Heddles	22 Bob Powys	37 John McNaughton	52
08	23	38	53 Paul Anicich
09 Graham Henderson	24	39 Clem Varley	54 Alan Nebauer
10 Michael Hill	25 Wayne Sharpe	40 Bruce Hansen	55 Robbie Rowlands
11	26	41 Chris McNaughton	56 Mike Eggleston
12 Peter Farmer	27 Don McHattie	42 Mick Graham	57 Phil Smyth
13	28 Paul Marosszeky	43 Warren Princehorn	58
14 Murray Corbett	29	44 Noel Jenkins	59 Ivan Welsh
15 Steve Jones	30	45 Joe Abraham	

Where in the world is our burgee?

A competition for members only.



To Enter: Four simple steps.

1. Collect an entry form from the bar.
2. Select the correct answer from the four options:
 - a. Warragamba, NSW
 - b. Tarraleah, TAS
 - c. Tungatinah, TAS
 - d. Eraring, NSW



“Where in the world WAS our burgee?”

Boston Harbour.

Image by Mary Holley

Winter 2013 Winner:

Kris Rickard

As announced in the 2013 Winter edition, the Autumn Winner would be the second correct entry drawn for the Winter competition.

Autumn 2013 Winner:

Margaret Fleming

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.

3. Fill in your membership and contact numbers.

4. Put the form in the box provided.

Closing Date: Friday 25 October 2013.

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



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Coming Events...

SEPTEMBER 2013

- Mission to Seafarers Month of Giving.
- Sunday 1 September 2013 - Enviropacific Inner Spring Regatta Race 2.
- Thursday 19 September 2013 - Talk Like a Pirate Day NCYC joins in the international celebrations.
- Thursday 26 September 2013 - Mission to Seafarers Trivia Night. 7pm in club marquee.

OCTOBER 2013

- Sunday 20 October 2013 - HMRI Cup.
- Thursday 31 October 2013 - Trivia Fundraiser for Ronald McDonald House. 7pm in club marquee.

NOVEMBER 2013

- Monday 4 November 2013 - Rotary Calcutta Evening.
- Tuesday 5 November 2013 - Melbourne Cup Day.
- Wednesday 13 November 2013 - Blasé Race.

DECEMBER 2013

- Sunday 1 December 2013 - Variety Children's Charity Santa Fun Run.
- Sunday 15 December 2013 - NCYC Christmas Party.

EVERY WEEK

- Monday and Tuesday night Galley specials. 6pm-8pm. New Winter Specials to be announced.
- Thursday night Members Draw - Up to 4 draws per night: 6.15pm, 6.30pm, 6.45pm and 7pm. Cash prize starts at \$200 and jackpots if not won.
- Friday Night Raffles - Tickets sale 6pm. Draw 7pm
- Sunday Breakfast. 8am - 10.30am



Melbourne Cup 2013

Melbourne Cup Luncheon - \$120p.p

Full Seafood Buffet
including a variety of fresh seafood, hot dishes and desserts
3.5 hour drinks package 12pm-3.30pm
Live Jazz Band 12pm-4pm
Lucky Door Prizes
Best Dressed Prizes
Sweepstakes
Fashion Parade

Melbourne Cup Cocktail Party - \$70p.p

Chefs Selection of Canapés
3.5 hour drinks package 12pm-3.30pm
Live Acoustic Soloist performer 12pm-4pm
Best Dressed Prizes
Sweepstakes
Fashion Parade

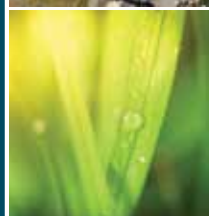
Security Phone Numbers

Emergency

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

Club Directory

- General Inquiries (9am - 5pm)
(02) 4940 8188 – info@ncyc.net.au
- Licensed Club
(02) 4940 8188 – info@ncyc.net.au
- Marina Manager (8am - 4pm 7 days)
0408 299 512 – dockmaster@ncyc.net.au
- The Galley (Noon - 2.30pm, 6pm - 8.30pm)
(02) 4940 8188 – info@ncyc.net.au
- Administration (9am - 5pm 5 days)
(02) 4940 8188 – admin@ncyc.net.au
- Functions (9am - 5pm)
(02) 4940 8188 – functions@ncyc.net.au



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Located in the Newcastle Cruising Yacht Club Commercial Centre 1/91 Hannell Street, Wickham