

# thirty two° fifty five

newcastle cruising  
yacht club journal

performance sailing scholarships 12

heaven can wait 21

from land locked Nepal 24

spring 2015

# NCYC Member's Discounts & Benefits

## NCYC Members' Club & Fuel Discounts

<b>NCYC Bar</b>	10% discount for Full Members 5% discount for Social / Crew Members (Membership card must be shown at the Bar)
<b>NCYC Marquee Hire</b>	10% discount for Full Members 5% discount for Social / Crew Members
<b>Fuel (Diesel + PULP)</b>	<u>Full Members &amp; NGFC Members:</u> 12% off the list price on total purchase. <u>Non Full Members:</u> 1 to 999 litres - listed price 1000 + litres – 12% off listed price



## NCYC Members' Benefits

<b>Auto Advantage</b>	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  
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## NCYC Members' Non-Club Discounts

<b>East Coast Marine &amp; Sail</b>	10% discount to NCYC Members on selected items
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Phone: 02 4962 5188  
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<b>Cote D Azur Accommodation</b>	10% discount on accommodation to NCYC Members
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Phone: 02 4984 9595  
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Subject to change without notice. Memberships cards may need to be shown to get a discount or benefit

Unwind | Share | Laugh | Enjoy



Young Endeavour

A Long Voyage  
to ParadiseNCYC Skirts  
in the 25th  
Australian Women's  
Keelboat Regatta**In this issue****Spring 2015 Journal****A quarterly publication****EVERY ISSUE**

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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**

Editor: Di Hansen

Sub-Editor: Bronwyn Hoffman

Cover Photo: Concealed Weapon and Schouten Passage  
Photo by Greg Jackson



## Commodore's Message



The Annual General Meeting was held on the 13th August and gave a review of the years activities at Newcastle Cruising Yacht Club.

Welcome to our new board members and to our newly appointed CEO, Aaron Harpham.

The 2015-2016 Board members are:

**Commodore: Jim Holley**

**Vice Commodore: Tony Lobb**

**Rear Commodore: Barry Kelly**

**Club Captain: Ernie Thirkell**

**Treasurer: Steve Rae**

**Director: Phil Ashley-Brown**

**Director: Adrian Kiely**

Financially the Club had nothing but good news and a reported \$320,000 was paid off our debt, which is now reduced from \$1.7m to \$1.4m.

The installation of the new credit card fuel system allows 24hrs automatic diesel and PULP delivery to all boats. This ease and accessibility will no doubt be handy to any passing boats and enhances our services to mariners. The new marina card security system is working well and easier to use.

We have used the break in the sailing calendar to take Wombat out of the water and do some necessary repairs and refurbishments at Midcoast Boatyard and Marine.

I think the big news of the year was the setting up and launch of the Sailing Academy with the purchase of six (6) Force 24 Keelboats (F24s). Thank you to Ernie Thirkell and the mother ship "Wombat" in transporting the F24s from Pittwater to Newcastle.

Thanks also goes to John Searl and team for introducing the sailing programs to the wider community, including the successful school sport programs.

The Sailing Academy programs continue to grow and I look forward to the response from our 2nd Discover Sailing Day which is a FREE event being held at the Club on Saturday 12th September. Ensure you tell your family and friends about this free event.

The Board has been very active in exploring the advisability of completing the Clubhouse building extension. The current Clubhouse is only half the originally planned size and the 2012 plans are being reviewed and updated (all footings and electrical work are already in place for the completion). I envisage that next year's Annual General Meeting will be held in the same place, but in a fully furnished hall, rather than the marquee.

I would like to thank my fellow Directors for their efforts over the past year in the Boardroom and around the Club. We are fortunate to have a talented team.

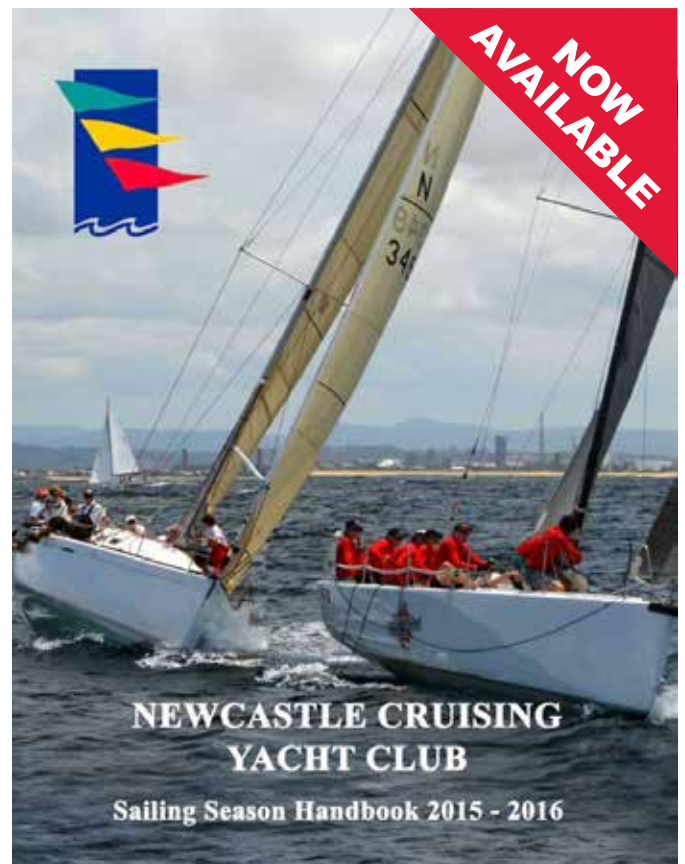
As this magazine goes to print, NCYC is looking forward to hosting the Inner Spring Regatta for which a large fleet is assembling.

Finally, The NCYC 2015-2016 Sailing Season Handbook will be released shortly and I look forward to seeing a greater participation in our sailing activities for the Spring and Summer calendar.



Jim Holley, Commodore

Thank you to our  
sponsors, Enviropacific  
and Strata worldwide  
for supporting the 2015  
Enviropacific Inner  
Spring Regatta event  
held in August



## Rear Commodore's Report



The 2014-15 sailing season has finished and the presentation evening is complete. Good times and great competition on the water, and a fantastic evening to celebrate achievements and camaraderie. There were a great number of prizes awarded to many competitors, so in

the interests of brevity I'll just list the Overall Point Score Winners.

In the PHS Laser division "Flip" and Phil Ashley-Brown won while Michael Babbage driving "Ruthless" took out the Laser Off The Beach Prize. In Keel Boats the NCYC "Gun Boat" was Phil Arnall's "Anger Management" and Steve Hassell's "Summer Salt" won both PHS Div. 1 and IRC Overall. Steve and his crew are not only good, they are consistent! The remaining "Major" was awarded to Paul Bertholli - "Nutcracker", overall winner of PHS 2. Congratulations Paul.

The Land Rover Sydney Gold Coast Yacht Race is done and dusted with four NCYC boats achieving results in what can be a difficult race. Winter can present miserable offshore conditions, but it can also be absolutely exhilarating with fresh southerlies. This year was a difficult task for crews with a few weather system transitions to deal with. Four NCYC boats raced with Phil Arnall's "Anger Management" finishing 35th overall in IRC, 4th in IRC Div. 1, 23rd overall in ORCi and 4th in Div. 2. Michael Martin's "Frantic" was 38th overall in IRC, 10th in IRC Div. 0, 28th overall in ORCi and 6th in Div. 1. Michael McDonald's "Stampede" finished 5th under PHS while "Cyril", "Tack" and David O'Dowd on "She's the Culprit" rounded out the results with an 8th in PHS. A big thank you from the Club for *flying our flag*.

Our last year was a very creditable effort by all the volunteers at the Club with nearly 140 races, plus our training program very ably overseen by John Searl. We sailed 62 keel boat races and 67 Laser races along with 9 Force 24 races in the Harbour Dash Series.

The Sailing Committee has produced the 2015-16 Sailing instructions which will be available shortly.

The coming season and the next few will be an exciting time for NCYC. Planning for the "Discover Sailing" day on Saturday 12 September is underway and a social media campaign to augment the success of last year is planned. It is my aim to help provide an environment where our already successful dinghy program can continue to grow in both assets and participation. This will ensure that Keel Boat racing will benefit from home grown talent.

Additionally I would like to build on with the success of staging the Audi IRC Championships last year by staging high quality regattas in the future. To do this

NCYC will continue to offer opportunities to members to undergo training as race officers, coaches and in the "Discover Sailing" program. If this interests you, come along and get involved!



Barry Kelly, Rear Commodore



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## Chief Executive Officer's Report



What an exciting time to join the Newcastle Cruising Yacht Club!

I'm thrilled to be at the helm of what many would argue, is Australia's best sailing club. A club, that despite its comparatively young age has enjoyed success not only in major sailing events but also in its relevance and viability.

Richard Howard has handed me the reigns of a business in strong shape, with great employees who are passionate about their employer. It's clear that Richard has worked closely with past and current board members to steer the Club into its present successful position.

Equally it's impossible to ignore the efforts of the volunteers who really are (despite the cliché) the backbone of the Club. On behalf of all members, I would like to thank you for your passion and dedication. I look forward to working with each of you as we continue making the NCYC and NGFC what they are today.

The future of the NCYC is being considered on many fronts and exciting announcements are likely in the near future. It's hard to not be optimistic when I find myself in this environment, surrounded by such capable people with such determination to see NCYC succeed.

I'm looking forward to working with the current and future NCYC club boards as we will work to maintain the competitiveness, viability and relevance of the NCYC. While the Club enjoys a unique position in Newcastle, it must also ensure its perpetuity.

I would like to thank everyone who has extended me such a warm welcome and I look forward to meeting those I haven't had the pleasure with yet. I want to remain approachable and accessible to everyone at NCYC, so please do not hesitate to share your thoughts, ideas or feedback with me.

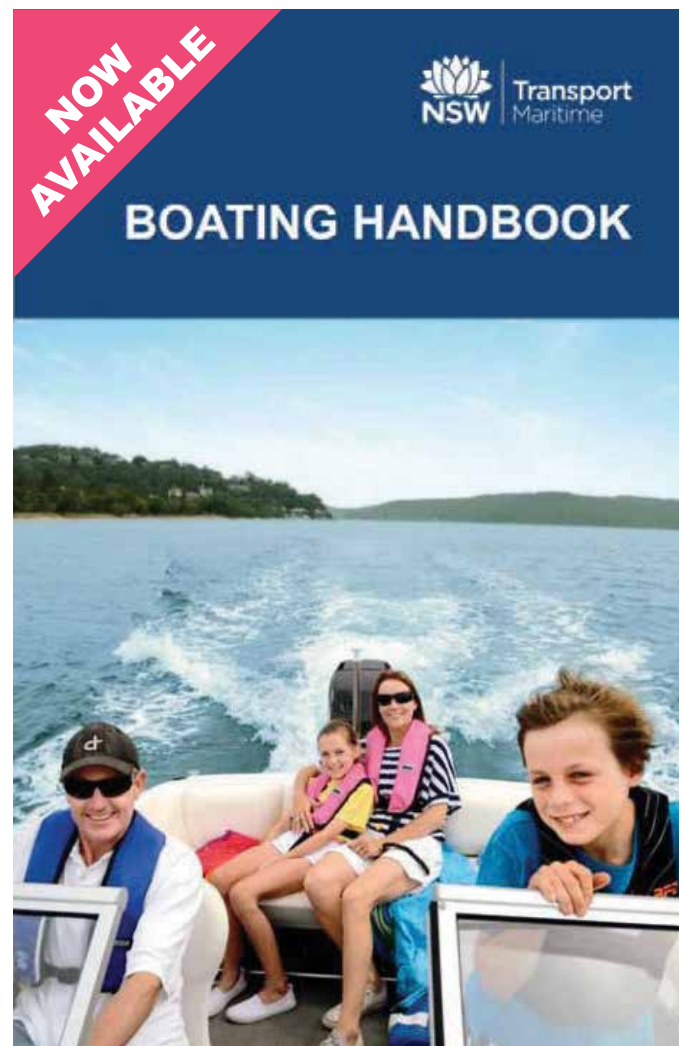
Aaron Harpham  
Chief Executive Officer



NEWCASTLE CRUISING  
YACHT CLUB

### Founders Day Celebration

**Boat Procession  
&  
Blessing of the Fleet  
Sunday 13 September 2015  
All Welcome**





## NCYC - Our Club



Hi All,  
Firstly, I would like to welcome Aaron to the NCYC family. Aaron has been on board for several weeks now and I am looking forward to working closely with him in executing the Clubs visions over the coming months.

In July we held the annual sailing presentation evening which again saw the majority of the skippers and crews attend and enjoy an evening of celebrating success and contributions to the sailing series.

With the warmer weather coming around, we are taking the opportunity to transform our Galley Restaurant menu into a fresh, modern, Spring offering which complements the Clubs location and style. I encourage you all to try our new menu and styles and I'm sure you won't be disappointed!

Upcoming events for the Club include our annual Melbourne Cup day event which is popular among members and guests. If you have any interest in attending our 2015 Melbourne Cup day celebrations, please ring me to book your tickets.

Our trivia on Tuesday nights continues to run from 7pm. Why not join us for some fun, prizes and take advantage of our Galley Restaurant specials - \$10 Snitzels and \$13 Rump Steaks!

Also the NCYC member badge draw cash giveaway is on every Thursday night in the Club from 6pm. You must be in the Club with your current members' card to claim your prize. A huge congratulations to Maree (and Mick) Eggleston who took away a cash prize a few weeks ago. It is always good to see the prizes go to our long standing members who support the Club week in, week out.

Well, bring on the warmer weather and the Spring sailing series I say!

See you all around the Club!

Michael Thrift, Club Hospitality Manager

**BOOK YOUR CHRISTMAS  
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## Melbourne Cup 2015

**Melbourne Cup Luncheon**  
\$120p.p (Members \$110p.p)  
Full seafood buffet  
including a variety of fresh seafood, hot dishes & desserts  
3.5 hour drinks package (12pm – 3:30pm)

**Melbourne Cup Cocktail Party**  
\$70p.p (Members \$60p.p)  
Canapés (Chef's selection)  
3.5 hour drinks package (12pm – 3:30pm)

Bookings essential  
Email - [functions@ncyc.net.au](mailto:functions@ncyc.net.au)  
Phone - 4940 8188



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GEAR TO  
CELEBRATE  
INTERNATIONAL  
TALK LIKE  
A PIRATE DAY!



## SEPTEMBER 19

visit [www.talklikeapirate.com](http://www.talklikeapirate.com) for details. Yarr.

## Social Highlights

### Sailing Presentation Night

Images by Gloria Thirkell



1.



2.



4.



5.



6.



3.



7.

1. Pre dinner drinks in the Marquee
2. Doug Peters skipper of Scots Wha Hae with Club Captain Ernie Thirkell
3. Rob Howard, Paul McGrath, Gael Andrews, Robin's friend; Robin Hillery
4. The Galley Staff
5. Bar Staff
6. Valda Johnston & Jan Howard
7. Scotts Wha Hae guests





1.



4.



2.



5.



3.



6.

1. Jill & Rear Commodore; Barry Kelly 2. Gael Andrews & Richard 3. Cherie Gallimore & Tracy Hewson  
4. Flowers for Mary Holley 5. Ben & Phil with their Laser Division prizes 6. Wallop Crew with skipper Peter Hewson on the right

### NCYC Presentation of Fundraising Cheques

All photos by Gloria Thirkell

NCYC Presentation of cheques with funds raised by our Friday night raffles, mainly due to the continued support of long time club member, Robin Hillery:

Cheques presented were:

- Mission to Seafarers - Rev Garry Dodd
- Port Hunter 16 foot Sailing Skiff Club Juniors - the Flying Ant Division, Harvey Plumstead
- Newcastle Westpac Rescue Helicopter Appeal - Graham Nickisson



1. Rev Garry Dodd - Mission to Seafarers
2. Graham Nickisson - Westpac Rescue Helicopter Appeal
3. Harvey Plumstead - Port Hunter 16f Sailing Skiff Club Juniors
4. Robin, Harvey, Garry & Graham





## MEMBER PROFILE

### Valda Johnston



NCYC Member Valda Johnston, yacht owner and race competitor is proof that having never been to sea before, you can become a sailor.

Valda was a mountain girl, born in Lithgow. She was a coal miners daughter who played hockey as a girl. At seventeen years of age her life took a major turn when

she went to University in Sydney studying accountancy. She has never since been back to Lithgow.

Valda moved to Singleton in 1980 and with a few willing associates, started up a Civil Engineering/Earthmoving company. Valda met her husband, Doug Peters, in 2002 and together they have formed their own project management company in which they manage mining/ engineering/ construction projects together.

Hockey has long since given way to Valda's love of aerobics at the gym where she works out every day and to her new love of sailing.

In 2011 when Valda and Doug purchased "Scots Wha Hae" it was berthed at Royal Prince Alfred Yacht Club (RPA) in Sydney. This required a delivery trip to Lake Macquarie. As this was Valda's first time on a yacht, a delivery skipper was needed. The yacht spent a couple of years on the Lake as Valda gained sailing experience and learned how to "feel the boat".

Valda's tenacity as she pursued her sailing goal is an inspiration to other novice sailors. During the time that "Scots Wha Hae" was on the Lake, Valda took formal sailing lessons with Chris Griffith. These included Sea Safety Skills and a Crewman Course. She is currently completing Day Skipper training with Chris.

During this time Valda also crewed with NCYC's all female team "Skirts", under the tutelage of Jan Howard and Mary Holley. She speaks in glowing terms of the patience and clear explanation shown by these two highly accomplished and experienced sailors.

Finally Doug and Valda believed that they were up to the challenge of competing in off-shore events. They then had the challenge of bringing "Scots Wha Hae" from the Lake to Newcastle in readiness to race. They have started slowly, entering first in the NCYC twilight series then the short ocean point score Performance Handicap (PHS) Division 2.

To consolidate Valda's sailing capability, Jan has since crewed on Valda's boat as tactician while Valda skippered. An apprehensive Doug was told to stay ashore .... And he did!!!! Valda's First race as skipper was lady Skipper 2014.

# NEW BREAKFAST MENU

Available Sunday's  
from 8am-10.30am



# Trivia Night

**NCYC's Trivia in the Marquee**

**EVERY TUESDAY AT 7PM  
IN THE MARQUEE**

**FREE ENTRY • BUILD A TEAM • WIN PRIZES  
GALLEY RESTAURANT MEAL SPECIALS FROM 6-8PM**

**Bookings: 4940 8188  
Email: [functions@ncyc.net.au](mailto:functions@ncyc.net.au)**

# NCYC Sailing Academy Performance Sailing Scholarship Winners

Article by John Searl

Felix Prince and Lucy Nissen were the inaugural winners of scholarships for the NCYC's Performance Sailing Program.

Lucy won the Paul Gleeson Scholarship donated by Petro Gleeson in memory of her late husband Paul.

Felix was the winner of the Table of Knowledge Scholarship which was kindly donated by the Friday night raffle crew ably lead by Robyn Hillary.

Both sailors have contributed to the development of youth sailing at the NCYC, sailing Lasers on Friday nights, helping out with school holiday camps and school programs.

Congratulations to Lucy and Felix!



Lucy Nissen receiving the Paul Gleeson Scholarship  
by Petro Gleeson and Jim Holley



Felix Prince receiving the Table of Knowledge Scholarship  
by Robyn Hillary and Jim Holley

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Marine Rescue Newcastle

Community Organization

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<https://www.facebook.com/NewcastleMarineRescue>

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



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YACHT CLUB

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# Performance Sailing Team

## First weeks

By Felix Prince

### Week One

The first few training sessions in Newcastle were about getting to know the boats, meeting the team members and coaches and having fun.

In our first session we all introduced ourselves, had a briefing and then rigged the Force 24s (most of us for the first time). We went in three boats and started doing drills to get use to the boats. By the end of the day we were enjoying short racing and practising spinnaker work.

### Week Two

In our second training session we had a guest coach, Jordan Reece, who taught us how to start well on these boats. We then practiced more on boat and racing drills.

### Week Three

Training in Sydney at the Cruising Yacht Club was lots of fun and full of learning. When we arrived, we had a briefing with the other CYCA group about upwind strategies and what we were doing that morning - training wise. We rigged the CYCA's Elliott 7s and went out. We covered tactics and race starting in the morning with the other CYCA group and then had lunch. After lunch we practised what we had learnt in the morning and got more training from NCYC's coaches, Nina and Ben.



NCYC Performance Sailing Team

### Regatta's – InterClub – CYCA, Royal Sydney Yacht Squadron, Royal Prince Alfred Yacht Squadron

The regattas in Sydney were filled with fun and frustration. In the first regatta we had Emma Jones and Jed Fatches steering the boats. The crews swapped around after each race with Ben providing very helpful tips after each race including how many laps to do!

The first regatta was held at RSYS and the race committee did a great job of moving the marks around to accommodate with the shifting wind. The second regatta was at CYCA with James Robson and Thomas Steenson. The regatta day was a rainy day with light winds. We had some good and some not so pleasing results, leaving us in 3rd going into the last regatta.

The final regatta was held at RPAYC and the skippers for the day were Lucy Nissan and myself. The wind was shifty and light. After few hours of racing, the race committee postponed racing and moved areas to find more wind.

When racing continued we had a little bit more wind and what seemed to be a much smaller starting line. At the end of the series the club came out with a 3rd. I would I like to thank John, Ben and Nina for the great experience.



Performance Sailing Team Practicing Drills

### WANTED Boat Profiles

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

**Email:** [info@ncyc.net.au](mailto:info@ncyc.net.au)

**Subject:** Boat Profile

# Winter Short Ocean Pointscore

Images by Kevin Abrahamson



1.



2.



3.



4.



5.



6.



7.



8.

1. Wallop 2. Shakti 3. Peter Hewson - Wallop  
4. Knock out Win by Concealed Weapon - Barry Kelly  
5. Warrain 6. Stampede 7. Shes the Culprit 8. Anger Management



### Article by Howard Keegan

Earlier in the year at the Marina Social evening, I raised the topic of forming a cruising division to gauge the reaction of our marina occupants. Feedback and interest has been positive, so after consultation and approval of the Club Board, we held a discussion night on 26th August for interested participants with a view to forming a cruising division to represent NCYC.

To participate in the cruising division, minimum club requirement of crew level membership is necessary to allow affiliation with Yachting Australia which covers you for personal insurance along with other benefits. It is envisaged that both yachts and motor boats are welcome to join the division with the focus of enjoying the fellowship of cruising.

It is anticipated that the group will meet regularly on a social level with topical discussion or guest speakers plus organised classes for training in sea safety, navigation or any relevant topic all with the aim of improving the participants' ability to handle their boats safely at sea. Cruises will be organised to visit other clubs/marinas between Port Stephens to Sydney Harbour including the safe anchorages of Lake Macquarie.

If you are interested in participating please contact the Marina Manager on mobile: 0412 143 925

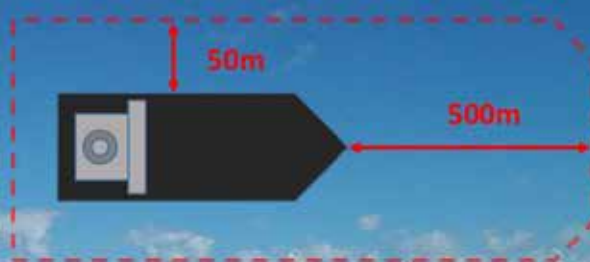


NEWCASTLE CRUISING  
YACHT CLUB

**NCYC IS STARTING UP  
A CRUISING DIVISION,  
FOR FURTHER  
INFORMATION  
CONTACT THE  
MARINA MANAGER  
ON MOBILE  
0412 143 925**

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

#### Minimum Distances



Traffic flow of transient vessels this time of year is strong with most of them heading north to the world famous Queensland coast playgrounds. Our facility is becoming more popular as a stopover to repair, restore supplies, refresh bodies or just stop for a sleep in a protected marina.

Preparation and planning continue for the influx of international vessels participating in the Port 2 Port International Yacht Rally from Noumea to Newcastle (as outlined in the last issue of 32 55), official entries are now coming in. We anticipate an entry list of approximately 25 boats who will make Newcastle their base for nearly 4 to 6 months while they explore the many travel options that Australia has to offer. Take a look at the Port 2 Port website. <http://www.port2portrally.com/> and read the promotional magazine entitled GO WEST which presents our Club, Newcastle and Australia to these nautical nomads.

It would be great to hear from members who can volunteer their time to act as personal hosts for these vessels to give them a local contact for the first week of their stay in Newcastle. You do not need to have a boating background to do this, just local knowledge and the willingness to make our visitors feel welcome in our city. The boats will be arriving any time between late October to mid-November. Any members interested in being a boat host can call me on mobile: 0412 143 925 to discuss.

A recent audit of vessels on our marina by Roads & Maritime Services (RMS) found a number of boats not registered or missing registration labels and numbers. I contacted the boat owners in question, but remember it is your responsibility to register your boat with RMS NSW (even if your boat is on the national register).

Please note that RMS have the power to board your boat at any time to inspect your safety equipment or any item relating to the seaworthiness of your boat. It is your responsibility to ensure your boat is maintained to meet all requirements of RMS.

### NCYC 24 HOUR FUEL SERVICE

Newcastle Cruising Yacht Club now has new fuel bowzers with slow flow PULP along with slow and fast flow DIESEL outlets. The fuel berth has been fitted with an Outside Payment Terminal (OPT) where you can serve yourself any time of the day by using your MasterCard, Visa Card or EFTPOS debit card at the fuel berth.

The system has been programmed to automatically give 12 percent discount on a single purchase of fuel over 1000 litres to any non-member. All NCYC General Members and Newcastle Game Fishing Club

members will have a discount card which will override the program and give the 12 percent discount on all purchases regardless of quantity purchased.

The OPT is quite simple to use with prompts on the screen to follow but basically you insert your discount card, then insert your credit/debit card and select your sales value to get pre authorisation of funds, select the fuel outlet you wish to use, pump your fuel, put the nozzle back on the bowser, insert your credit/debit card again to process the sale and print your docket. You will have to remember that the OPT talks in dollars so to help you, we will have a chart available to convert your litre requirements to dollars.

It is important that safety and pollution requirements are adhered to so a new spill kit has been installed with easy to use equipment but if there is an environmental issue follow the guidelines on the bowser signage.

The fuel berth will also be fitted with a LED spotlight (with night/day sensor control) along with a CCTV camera to record all activity at the outlet. Dock staff will be available during business hours to assist with cash sales and purchases by government departments and marine safety organisations. We will also assist if you are not sure of how to use the terminal.

Safe Boating!



## NEW CALEDONIA TO AUSTRALIA

**October - November 2015**

For more information visit:  
**[www.port2portrally.com](http://www.port2portrally.com)**



## Boat Profile – Flora May

Article by Richard Goninan

### 61 Years Old & Still Going Strong!

“Flora May” was built in 1954 by Jack Fisher at La Perouse for an Italian fishing family and was originally named “St Joyce”. She worked off Sydney for 30 years as a snapper boat.



Flora May before restoration

### Boat Specifications

Name :	Flora May
Location:	NCYC Marina
Type:	Pleasure Boat
Design:	Converted trawler double ended carvel hull
Builder:	Jack Fisher, 1954
Construction:	Tallow Wood on Spotted Gum
Length:	33'
Beam:	12'6"
Keel:	Lead weighing half a ton
Draft:	4'6"
Weight:	14 Tons
Engine:	6 litre Gardner 4LW Diesel
Power:	56 HP at 1000 RPM
Cruise:	8 Knots at 5L / HR

The second owner was Elaine Rushbrooke of Coaster Retreat in Pittwater who took “Flora May” to Ballina and into the creative and capable hands of Robert Tremaine who converted her to a pleasure boat and what you see today and was then renamed to “Flora May”.

When the fishing gear and fish hold was removed, she was a bit light in the water, so a half ton lead keel was added and now weighs in at 14 tons.

On a good day with tail wind, “Flora May” will cruise at 8 knots at 5L/HR. A set of steadyding sails is still part of her basic fit out.



Flora May after restoration

## 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.



### SAFETY AND SEA SURVIVAL COURSE



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 - 7 & 8 November \$495.00**

**For more information or to make a booking  
call Chris Griffiths on 0418 442 755  
or email: [sea.g@bigpond.com](mailto:sea.g@bigpond.com)**

## Newcastle Game Fishing Club

By Scott Morris

**H**i Guys & Gals,  
Winter is always a little quiet on the Gamefishing scene but there have been some keen members chasing the Yellowfin & Bluefin Tuna with some success with the odd Marlin encountered also. The Bluefin seem to be slowly moving more & more North every year so I wouldn't be surprised to see them caught on the Newcastle Canyons soon.

It's also a good time to do an overnighter to target the elusive Broadbill. The two dates for the Northern Zone Overnights are November 21st-22nd 2015 as the moon is on the 26th & 21st-22nd May 2016 as the moon is on the 22nd. There have also been reports of some good Kingfish on both the shallow & deep reefs so get out there & give it a crack!

Keep an eye on our Club Website & Facebook page as we will be announcing the dates for our AGM & Presentation shortly. We will also be announcing the dates & details of our 2016 East Coast Classic Tournament!

2015 / 2016 Membership Renewal: Just a reminder your 2014 / 2015 membership has now expired.

It is now time to renew your commitment to the Newcastle Game Fishing Club. Membership fees remain unchanged for 2015 / 2016 and can be paid by cash, cheque or direct deposit to the club's Bank account (BSB: 062 821 A/C 10238093). Please ensure your membership number is used as a reference so payment can be applied to your account.

Please note we are unable to process payments to credit cards or via eftpos.

Adult Male - \$80.00	Junior - Free (11 - 16 yrs)
Adult Female - \$80.00	Small Fry - Free (Under 11)

Happy Fishing!



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# The Mission to Seafarers

## Article & Images by Rick McCosker

This is the Club's Spring edition but at the time of writing this report from the Mission to Seafarers we have been experiencing freezing weather with snow not too far away. For some, there is comfort in the cold, for others there is the longing for those long, warm days of Spring and Summer.

In our article in the previous edition we reported advice of a man overboard from a vessel en-route to Newcastle. This is one of many such incidents involving seafarers world-wide. What is it that triggers these incidents, why do seafarers take such drastic actions? In April 2015, the Crewtoo Seafarers Happiness Index was released advising there were 687 seafarers surveyed of which 11% were captains and included 50 plus nationalities. The respondents were asked ten questions relating to seafarer welfare and conditions both on board and ashore. The overall index was 6.4 out of 10, the lowest index related to access to shore leave and welfare ashore. This, to us at the Mission to Seafarers, indicates the importance of exercising every opportunity to collect them from their vessels and bring them out to where they can communicate with their families, shop or just be part of a different community of people.

Other issues include crewing levels, possibility of piracy, cyber-attacks, bullying, language and culture differences. In isolation, these are not major problems but collectively they affect the life of each seafarer.

Australia became signatory to the 2006 Maritime Labour Convention, together with most global countries. The Convention is having a dramatic effect on addressing seafarer's complaints as well as having a significant impact in developing a culture of cooperation between port states and the various welfare authorities which should lead to better work and living conditions for seafarers over time. In this regard, our senior Chaplain, Garry Dodd, has recently returned from an intensive three week course in Turin, Italy. This course involved training the trainers for representatives from many global Seafarer Centres regarding the importance and depth of this very important Labour Convention to protect the rights of all seafarers.

Speaking of seafarer centres, our centre was voted in the top five centres in the world by visiting seafarers. While we weren't chosen as number one, we can still be proud of the "home away from home" that we now provide for those seafarers who are able to obtain shore leave.

Over the last couple of months our chaplains have made many visits to both the Mater and John Hunter Hospitals to provide friendly support and assistance to seafarers who have succumbed to various illnesses, some minor and some quite serious.

A few weeks ago we had a request from a Filipino captain for a Catholic Mass service on board his vessel on Kooragang. In view of the fast turn-around time it is not always possible to arrange a service, however, we were fortunate there was a priest available and a service was provided. For men of faith it is very important to them to be able to celebrate in this way and it can be many months before they might get another opportunity. For a Filipino captain this is one of the best gifts he can give to his crew, and we are also gifted in providing this service for them.

During these cold months we continue to be supplied with warm beanies from the busy ladies from around Newcastle, the Hunter and Central Coast. Recently we had a visit from a lady all the way from Kempsey. She suffers from MS but has still been able to knit 400 beanies, such dedication in doing something worthwhile for others. This is only one of many stories of selfless people who do things for other people who they will most likely never meet.



Mission to Seafarers Transport Bus

After many months of planning and negotiations we have just received the keys to a brand new Toyota transport bus. We thank the various donors for their generous support in making this possible to allow us to transport seafarers from their vessels and return.

Best wishes and plain sailing to all members from the chaplains and volunteers at the Mission to Seafarers.



## Thursday Night Members Draw

Permit LTPS/14/05783

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

## Around the Harbour The Plimsoll Line

### Information provided by Alan Fairhall

The Plimsoll Mark or Line is a mark painted on the sides of British merchant ships which indicates the draught levels to which a ship may be loaded with cargo for varying conditions of season and location.

The Plimsoll Mark shows six loading levels, those which may be used in tropical fresh water; fresh water; tropical sea water; summer, sea water; winter, sea water; and winter, North Atlantic, for vessels under 100 metres (330 ft) in length.

This mark is accompanied by another, consisting of a circle bisected by a horizontal line with letters which indicate the registration society. In Britain, these are normally LR, indicating Lloyd's Register. The horizontal line on the registration mark indicates the summer freeboard and so is in line with the level marked S on the Plimsoll Mark.

The Plimsoll Mark was made compulsory in Britain under the conditions of the Merchant Shipping Act, 1876 passed after a long bitter parliamentary struggle conducted by Samuel Plimsoll, M.P., a champion of better conditions for seamen.

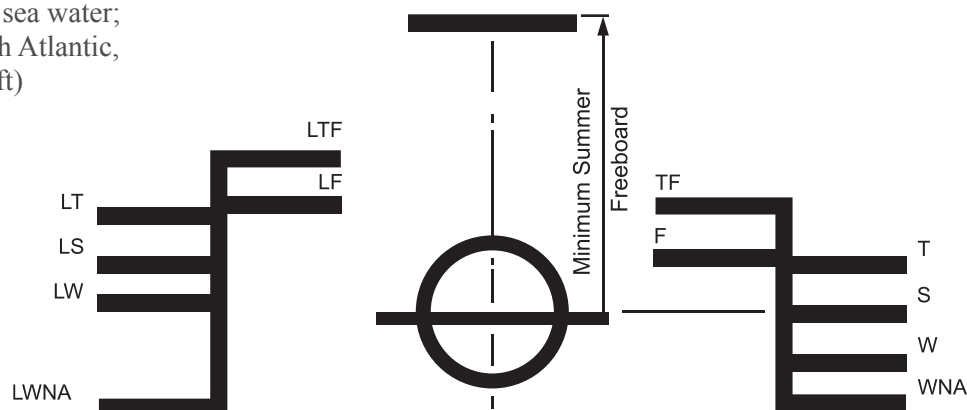


Fig. 3 Timber Load Mark and lines to be used with this mark

### Plimsoll mark

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# Heaven Can Wait

Article by Glen Picasso & Images by Greg Dickinson

The recent “Heaven Can Wait” 24 hour charity regatta on Lake Macquarie was well represented by three NCYC boats. Kym Butler’s “One For The Road”, Cyril (Glen Picasso) on his Young 88 “Young ‘N’ Old” and John Lattimore on “Stampede”.

The Regatta raises money to support cancer research and boats entering are encouraged to gain sponsorship for the event. This year the regatta raised over \$20,000, with supporters and friends of “Young ‘N’ Old” raising almost ten percent of the total figure.

The 2015 regatta saw around 60 boats entered, from Moths and 505’s to Category one offshore racing yachts. Entrants had the option of entering one or all races being a one lap dash of the lake, a 12 hour race, and the full 24 hour race.



One For The Road and Crew

“One For the Road” and “Young and Old” competed in all races while “Stampede” chose to enter the one lap dash and 12 hour race.

An overcast day greeted competitors with a light NE breeze and the experienced crew on “Young ‘N’ Old” showed a brief period of serious racing with a well positioned start just ahead of “One For The Road”. “Stampede” opted for a conservative start well clear of any jostling and after rounding the top mark went about setting the now infamous black super size spinnaker, blanketing the fleet and quickly making up lost ground. The next five hours of racing saw “One For The Road” leading the NCYC contingent with “Stampede”, determined not to lose touch with their mentor, following every move. At the end of the first lap “OFTR” were still narrowly showing the way, “Stampede” working desperately to stay in touch, and the crew on “Young ‘N’ Old” a few mile further back deciding whether to have the red or the white with the evening meal.



Stampede and Crew

Results after corrected time for the one lap dash were First Division – “Stampede” 2nd and “OFTR” 11th. Second Division- “Young ‘N’ Old” were somewhere in the middle of the fleet and still focusing on culinary decisions.

Light breeze continued into the night and an experienced “OFTR” crew made some clever tactical moves, unmatched under the cover of darkness, to draw ahead of “Stampede” and finishing the 12 hour race 3rd on corrected time.

Back in the second division fleet and the priorities of the evening meal completed, “Young ‘N’ Old” were able to dedicate a little more time to sailing and gradually made their way into the lead and finished third on corrected time.

With the “Stampede” crew heading for the mooring and a nice warm bed, “OFTR” and “Young ‘N’ Old” continued sailing for the next 12 hours with “OFTR” finishing 4th on corrected time and “Young ‘N’ Old” leading 2nd division on the water and finishing 3rd on corrected time.



Young ‘N’Old with Crew

# Sailing the Young Endeavour To Gallipoli on Anzac Day 2015

Article by Caitlin Stephenson

In December 2014, the Royal Australian Navy Tall Ship, the STS Young Endeavour, departed Sydney on a World Voyage program. Earlier this year, I embarked on one leg of the Young Endeavour's World Voyage with 23 Australian and New Zealander 'world-voyagers' and 12 Navy crew. Our mission was to sail from Spain to Turkey to participate in the Gallipoli ANZAC Day centenary commemorations.

With a steady 25kt breeze we departed Cadiz, Spain. Quickly, we settled into watch patterns and became acquainted with our fellow crewmates. As we sailed towards the Straits of Gibraltar, increasing wind strength produced challenging conditions. I can happily attribute my relative comfort in these conditions to the off-shore races I have sailed with NCYC. I assisted in setting our storm sails as the winds roared over 50kts. However, working below decks I discovered I was not immune to seasickness.



The Young Endeavour new crew mates

The first 36 hours of our voyage saw fierce and demanding conditions, even for a 144ft tall ship. Forced back to Cadiz to seek shelter we re-commenced our voyage a few days later. It was an incredible sight, sailing through the Straits of Gibraltar, to simultaneously view the coastlines of Africa (starboard) and Spain (port). After passing Morocco and Algeria we altered course toward the Tyrrhenian Sea and sailed coastal along the North West of Sicily. Locals came in their boats to greet us and sail with us through the Strait of Messina, between mainland Italy and Sicily.

Whilst at sea, we soon became proficient in sailing this tall ship. We set and furled all ten sails on board – by hand, no winches! The jib, with a sail area of 110m<sup>2</sup>, required the assistance of each and every crewmember to heave on the sheets to ensure it set and tacked safely in the winds.

Three magnificent square sails are used when running downwind. To set and furl these sails required climbing the mast and out the yardarms. It was thrilling performing this task 34m high in a lumpy swell! Watches ran 24hrs a day, typically four hours at a time with three watch groups. On watch, our roles included steering, navigating, keeping lookout, performing engineering rounds and determining sail configurations. We also assisted the chef in the galley and 'enjoyed' a daily 'happy hour' cleaning the ship.



One highlight of the voyage was 'Command Day' when the Navy crew handed over the ship to the world-voyagers for a 24hr period. I was elected Captain and, with my fellow crewmates, took command of the ship and successfully sailed through the Ionian Sea and Greek

waters to position the ship at the entrance of the Corinth Canal. I was relieved to hand the ship back in tact at the end of our command period, especially ahead of the pilotage through the 21m-wide Corinth Canal.

The key highlight was participating in the ANZAC Day centennial commemoration services and exploring Gallipoli. The Young Endeavour joined the ANZAC Day sail-past with 8 other warships through ANZAC Cove. We listened to the Dawn Service and also held our own on-board service. I paid my respects to my Great Great Uncle Frank who fought valiantly at Gallipoli. It was a privilege and honour to represent the youth of Australia on board the Young Endeavour and to be a part of the Gallipoli ANZAC Day services.

Some experiences in life stand out. Sailing across the Mediterranean Ocean on a magnificent tall ship with an inspirational crew has been one of those unique experiences. Persevering through testing conditions, experiencing new cultures, stepping up to command challenges (as Captain), developing life-long friendships and participating in ANZAC Day commemorations at Gallipoli 100 years on, made my Mediterranean Young Endeavour Voyage a journey I will never forget; and one that has only served to enhance my love of sailing. I thank my company, Boeing Defence Australia, who generously sponsored my voyage and afforded me this amazing opportunity.



## It's a long Voyage to Paradise

Images and Article by Bill Quirk  
Borrelli-Quirk Newcastle Real Estate

If you are into sailing adventure mode and want to go fast or cruise on flat blue water, then head north to the tropical Pacific Caroline Islands 2 where you will find 130sq km of pristine cruising grounds. This equatorial deep water lagoon with high green islands, sandy beaches and palm trees protected by a circling barrier reef approx. 7° N and 154° W. Chuuk Lagoon was the site of “Operation Hail Stone” the USA naval/air bombardment of the Japanese Naval Fleet and base on February 17 – 18th 1944, which was a lead up to the atomic bomb attack on mainland Japan.

Predominantly a constant north east wind crosses the scattered ‘line of site’ islands. This natural harbour enjoys the predictable daily routine of balmy breezes, low swell, beautiful tropical warmth and sunshine. Warm afternoon rainstorms subside into gentle magnificent sunsets and balmy evenings. Partake daily in the simple and fresh range of local produce of seafood, vegetables, chicken and pork.

I ask myself why isn't this one of the best sailing environments in the world or is it an untouched (although scared by human war) sailors secret, awaiting to be re – discovered? These islands were first recorded by Spanish navigator Alvaro de Saavedra in 1528.



For those who have an interest in scuba diving, the Federal State of Micronesia, Chuuk Lagoon is now recognised as a WW11 Japanese war grave and historical Naval Base site. There is a multitude of ghostly sunken merchant & war ships, some sitting upright but most lay on their side, which can be interesting when trying to navigate and orientate your way though the cavernous hulls, below deck accommodations and engine rooms. The gaping ragged holes where aircraft torpedos, mines and bombs found their target. The huge open ship's hatch covers provide some filtered light from the surface (average 45m<sup>2</sup> to 50m<sup>2</sup> depth) but enter a ship through a blast hole on the bottom, and within a few kick cycles, you're in 'inky' pitch black!

Scattered throughout the blue lagoon there are sunken spitfire, Betty Bomber aircraft, an Emily flying boat, torpedo boats, submarines, tugs, landing craft, gunboats, mine sweepers, spare parts and equipment, leaking oil drums, cargo, trucks, tanks, live bombs and armaments, deck guns, artefacts and even human remains. The hull is pitch black...

so don't forget the camera, light's, twin tanks, a pony bottle and dash of 'nitrox', and a long coloured string...on a reel with little arrows attached - all

pointing in the same direction and don't forget to tie it onto your entry point and then to you....it works!

The local tropical average of 27 – 29 degree water temperature will entice you to stay in the deep blue to explore the abundant and busy animals everywhere. Colourful growth of coral, ferns, nudibranchs, crustaceans, many fish types, sea snakes, turtle and everything the marine biologist could dream for.... and of course the sharks, the ever-present shark.....provides all the elements to keep you... focused!

With over 85 known and recorded dive wreck sites, I managed 19 different ships and 3 planes. Reflecting on the great opportunity to explore what Chuuk Lagoon has to offer, especially when you swim through a torpedo hole ( the size of a small car) in the side of the “Hoki Maru” and enter the pitch black labyrinth of cargo hulls, still filled with trucks, planes, torpedos, floating mines, tanks, jeeps and live armaments and your ‘Go Pro’ battery and lighting systems fails because you're below the 50m manufacture's depth warranty. At this point you need to take a minute to assess your surroundings, life expectancy, air supply etc, fumble for and turn your backup headlight torch on, gingerly peer at and check your wrist com's at,... 62m? ...oop's... then turn everything off, look for a glimmer of light, from any direction, but there isn't any! It's black, it's very black... you turn everything back on and wait...now look at and follow your exhaust bubbles, that float up to a steel hull ceiling and stay there, hovering, then with a little lucky glimpse at a turtle, gently finning by inside the hull, you follow the turtle... up...and out!



## From land locked Nepal to the deck of a racing yacht

Article by Phil Howe`

On 8 March 2015, eighteen year old Tufail had an amazing and unforgettable day. A Short Ocean Race aboard "Summer Salt" and the after race activities in the Club were a new experience for a Nepalese kid and he enjoyed it thoroughly.

Whilst Tufail was in Australia, in order to maintain a record of his trip he kept a notebook in his top pocket - a diary - just an informal account of the things that he did in Oz. What follows is extracted from the page of that diary that included his sailing experiences. Given that it was written in a hurry and English is his third language, he's very good.



Tufail Steering Summer Salt toward the start line.  
"It was amazing"

### Extract from Tufail's Diary:

"My Uncle Phil arranged with Ernie to go on one of the sailing boats on race. He knew Gloria and her husband Ernie at Newcastle Harbour when he worked Maritime. There is a club racing every Sunday and they get prizes when they become first.

Ernie had organised Steve to take us for racing. At 1200 hours Steve took us to the

sailing boat where we met other crew members. At first Steve started engine to take the boat to the mark line. He asked me to work with the steering and follow one boat to go the mark line. All the crew members were nice, lovely people. Steve was wonderful. Katy Wells was helpful and looked after me.

When all the boats were on the mark line, the race began and all the boats had to cross red and yellow pillars that were kept on water. I tried to work out how the sail boat worked but I couldn't. I sat at the back and pulled ropes when Katy Wells asked me to do so.



Tufail comes from landlocked Nepal which has eight of the world's ten tallest mountains in its north (including Mount Everest)

I tried not to come on their way while they were tacking. I was enjoying and having fun. Nobody growled at us. Steve was very kind to me and he was good all the crew members. It was fabulous and something that I had done which most of the people never do. I went to racing sailing boat and it was wonderful experience. I didn't know who was winning when we were racing. I only came to know when the results came back at last in the club.

We had chips, chick peas on the boat while we were sailing. Finally the race came to an end and the engine was started to go to the shore (harbour). Katy Wells asked me to go at the front deck and feel like Titanic pose. She helped me to get there by holding my hand. She was very helpful and friendly. I enjoyed their company. Uncle Phil took my photos on the sailing boat.

We came back to the club. While we were talking, the result of the race was announced and our team ("Summer Salt") got the 1st position in four races and the 2nd position in one race. There were total five races during that time. Our team did very well. Steve let me go and collect one of the prizes and he was very kind to me. I felt so happy and got photos receiving the prize. It was a wonderful experience. It was a memorable time. I was so happy meeting such lovely and nice people. It made me feel so special. I had no idea how happy was at that time."



Tufail with Summer Salt Crewman after collecting the prizes

After spending five weeks in Australia, Tufail returned home four days after his sailing experience. While in Kathmandu, he survived the 25 April 2015 Nepal earthquake albeit somewhat shaken and travelled to his village in the south of the country where he could be safe and with his family. After returning to his studies in Kathmandu two weeks later, he experienced the second quake the following day. They were frightened, sleeping out on the streets at night, so he returned once again to his village of Padariya (near Janakpur). Tufail is now studying for a major scholarship exam and we will be thrilled if he should win the scholarship. Even just admission to the particular university would be excellent. I will keep readers informed of how Tufail goes.



## 25th Australian Women's Keelboat Regatta

Article by Kristen Anderson

Images by Bruno Coccozza

Following the success of the Airlie Beach Race Week in August, the Manly Women's Regatta in March & the Sail Port Stephens Commodores Cup in April, the June long weekend saw the "Skirts" heading to Melbourne to compete in the 25th Australian Women's Keelboat Regatta. This annual regatta draws women from all over Australia and this year, alongside local Victorians, were crews from Western Australia, the Northern Territory & NSW, as well as New Zealand. Hosted by The Royal Melbourne Yacht Squadron, visiting teams campaign in boats generously lent by RMYS members, with a variety of boats available from J24s to 40 foot yachts.



NCYC Skirts in Melbourne

With the assistance of the fabulous staff at RMYS, the Skirts crew, from NCYC, MYC & GSC, raced "How Bizarre" (Sail # S13), a Whiting 36 kindly offered by the lovely Peter Hoag & syndicate. The committed crew started planning and implemented a pre-regatta training schedule. Skirts founders, Jan Howard & Mary Holley, were unavailable this time around, but generously offered their full support, along with the use of "Schouten Passage" & "Aurora" for weekend training sessions, and Richard Howard was brought on board for some expert tuition. Along with technical skills, Richard's coaching focussed on teamwork, regatta tactics and all the necessary requirements to race an unfamiliar boat.

The usual Skirts formula was followed, with everyone contributing to the whole campaign according to their strengths; planning, organising, provisioning, cooking, safety, sail repair, tools & spares, registration & paperwork, weather, race tactics, stocking the fridge with champagne etc etc. A lovely (and aptly bizarre!) big house was found to accommodate us all, and home cooking, good food & wine, and much laughter contributed to a well-bonded team on & off the water. Following two very full Newcastle training sessions,



NCYC Skirts competing in the 25th Australian Women's Keelboat Regatta

much planning and a full day on the water in Melbourne to get accustomed to the big-rigged "How Bizarre" and the girls were excited & ready to race.

Port Phillip Bay turned up the wind dial for an excellent regatta with some very tight racing. Day 1 in lighter 10-15 knot breezes showed (the 30 year old) "How Bizarre" to be a competitive boat, keeping pace with the younger competition (Archimbault 31, Flying Tiger, Northshore 369, X-362, Bavaria Match 38). The crew finished Day 1 both inspired and disappointed. A few tactical errors cost dearly but did not detract from an almost perfect Race 3, where the training came together to produce some excellent teamwork and the crew were determined to produce more of the same for the remainder of the regatta. Day 2 saw the whole fleet kept on shore with gale force winds and the St Kilda V Hawthorn match proved to be a good Plan B. Day 3 saw some exciting sailing on a cold & whipped up Port Phillip Bay in 20-30 knots for the final 3 races of the regatta. "How Bizarre", with 2 reefs and a #4 headsail, handled these conditions admirably. Intense spinnaker training on a windy Newcastle day paid dividends, the kite was up and flying and the crew, accustomed to rough offshore sailing, were grinning from ear to ear. The team of Nicole Butcher (Skipper), Meika Wright (Main), Kath Hall, Kris Anderson, Mary-Anne Purkiss (Trimmers), Anika Goninan (Strings), Claire Heenan (Tactics / Mast) & Anna Widgery (Bow) were thrilled with a 1st place in Race 4 (AMS & EHC) and an overall placing of 6th place in AMS & 8th place in EHC in a fleet of thirteen.

This 25th AWKR saw a record 25 boats competing with a total of 160 competitors. The regatta was run in a most professional and friendly manner by RMYS, who could not do enough for the competitors. We continue to upskill with every regatta and look forward to many more to come.

The girls would like to thank Mary & Jan for their help and support, Richard for his excellent tuition & advice, the wonderful boys from "How Bizarre" for their generosity & the RMYS for a well-run and enjoyable regatta. We would also like to thank the growing community of Skirts back home and the wider NCYC, MYC and GSC sailing communities for their ongoing support & encouragement. Bring on the next venture – Go Skirts!

## 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. Syracuse, Italy
  - b. La Rochelle, France
  - c. Majorca, Spain
  - d. St Malo, France



### “Where in the world WAS our burgee?”

Shoal Cape, Esperance, WA

Photograph by  
Jaidyn Plain

Autumn 2015 Winner:  
**Glenn Parker**

**The Prize:** \$100 Dinner voucher 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 6 November 2015.

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

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## Coming Events...

### SEPTEMBER 2015

- September - Mission to Seafarers Month of Giving
- Saturday 12 September – Discover Sailing Day
- Sunday 13 September – Founders Day
- Saturday 19 September – Talk Like a Pirate Day
- Sunday 20 September – Lady Skipper Day/SPSOP

### OCTOBER 2015

- Friday 9 October – Laser Twilight
- Sunday 11 October – Spring SOP
- Friday 16 October – Newcastle Bass Island Race (CYCA)

### NOVEMBER 2015

- Tuesday 3 November – Melbourne Cup
- Wednesday 18 November – Twilight / Blasé Race
- Saturday 21 November – Redhead to Pt Stephens Race
- Sunday 22 November – Pt Stephens to Newcastle Race

### DECEMBER 2015

- Saturday 5 December – The Cabbage & Bird Race
- Sunday 20 December – NCYC Xmas Party
- Sunday 20 December – Xmas Pursuit

### EVERY WEEK

- Monday and Tuesday Night Galley Specials 6pm-8pm
- Thursday Night Members Draw [LTPS/14/10233]
- Up to 4 draws per night:  
6.15pm, 6.30pm, 6.45pm & 7pm  
Cash prize starts at \$200 and jackpots if not won
- Friday Night Raffles  
Tickets sale 6pm - Draw 7pm
- Sunday Breakfast - between 8am-10.30am
- Tuesday Night Trivia - 7pm in the marquee

## Security Phone Numbers

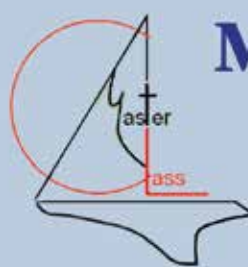
### Emergency

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

### Club Directory

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