

thirty two° fifty five

newcastle cruising
yacht club journal

Marine Rescue 14

2017 Land Rover
Sydney to Gold Coast 19

Inaugural She Sails Regatta 24

spring 2017





NEWCASTLE CRUISING YACHT CLUB

Corporate Sailing

Team Building - Conferencing - Christmas Parties
Force 24 Keelboats



Six boats available - Four crew per boat - 24 guests on-water
Qualified Instructors & all Safety Equipment supplied
It's social - It's challenging - It's fun!

Why not try your hand at helming your own boat for the first time? Get out on the water under the watchful eye of our NCYC qualified instructors. Sailing our Force 24 keelboats with team mates, you'll be steering your own course on Newcastle Harbour in no time! A sailing session is an excellent event for staff team-building or for corporate entertainment. Our experienced instructors can pitch the session at whatever level is appropriate depending upon the abilities, interests and needs of your guests.

OPTION 1

Sailing Cruise with basic instruction

\$199.00 per boat (max 4 per boat)
1.5 hour

An easy and casual introduction to sailing! Our instructors will take you on a gentle cruise around Newcastle Harbour where you can enjoy the rare & coveted sight of our city from the water. Basic instruction in boat handling will help you to learn the basics.

OPTION 2

Sailing Lesson with skippering experience

\$269.00 per boat (max 4 per boat)
2.5 hour

Enjoy learning the skills of sailing a keelboat with your crew, working up to holding the tiller yourself and being master of the ship! We rotate the crew in all positions on the boat so everyone will come away with a variety of skills.

OPTION 3

Sailing Lessons with mini Regatta

\$299.00 per boat (max 4 per boat)
3 hour

Pit your crews newly acquired sailing skills against your fellow sailors and compete for the prestigious "NCYC Conference Cup"! A few hours of intense instruction to learn and hone your skills, then it's into racing for a bit of competitive fun!!

Create your ideal event - Talk to us today! 4940 8188 sailingacademy@NCYC.net.au

www.ncyc.net.au/sailing-academy

Please be aware that as sailing is an outdoor adventure activity we are governed by the wind and weather. We will do our best to ensure your sailing activities go ahead as planned however please understand that on occasion we may need to cancel, modify or offer alternate activities. Safety of your guests is our primary concern.

Unwind | Share | Laugh | Enjoy



Presentation Night



Australia II Replica Yacht



Take the Leap

NEWCASTLE CRUISING YACHT CLUB

Incorporating:

MARINA; LICENSED PREMISES;

LEASED BOATYARD; COMMERCIAL CENTRE

Newcastle Cruising Yacht Club

95 Hannell Street, Wickham NSW 2293

Ph: 02 4940 8188

Email: info@ncyc.net.auwww.ncyc.net.au

Opinions of contributors do not necessarily reflect those of the Board or the Club.

While articles and correspondence are welcomed, the Editor reserves the right to decline to publish.

NEWCASTLE CRUISING
YACHT CLUB**In this issue****Spring 2017 Journal****A quarterly publication****EVERY ISSUE**

Commodore's Report	4
Rear Commodore's Report	5
CEO Report.....	6
Marina & Assets Manager's Report.....	7
Our Club.....	8
Social Highlights.....	11
Laser Sailing	16
Club Sailing	18
Where in the World was our Burgee	26
Borrelli Quirk Newcastle Real Estate	28

ESSENTIAL INFORMATION

Security Phone Numbers.....	27
Coming Events.....	27

FEATURE ARTICLES

Tenacity Award.....	9
Founders Day Celebrations.....	10
Marine Rescue	14
Australia II Replica Yacht	16
She's The Culprit by Mike Eggleston	17
2017 Land Rover Sydney to Gold Coast	19
Take The Leap – Life as an Ocean Gypsy	20
Inaugural She Sails Regatta	24
NSW Country Yachting Championships.....	25
Mission to Seafarers.....	26
Newcastle Game Fishing Club.....	26

Editor: Di Hansen

Cover Photo: "Anger Management"
Photo by Shane Williams Fivespice Creative

Commodore's Message



Thank you to all who attended the 23rd NCYC Annual General Meeting, which was held on Thursday 17th August. The meeting was well attended.

The overall financial performance in the club has improved this calendar year, and since the last AGM we have paid \$200,000 off our

principal loan. The operating profit for 2016-2017 was \$443,026.

The first of our 15 year lease berths expire this year. A big thank you to our Foundation Members and early investors for enabling this large acquisition for the club.

Constraint to our commercial leasing options in the clubhouse building created a long term vacancy. This was resolved with government departments and Level 1 of the Clubhouse will now be leased.

The results of the election were announced by our returning officer, John Peschar. The 2017-2018 Board members are:

Commodore:	Jim Holley
Vice Commodore:	Steve Rae
Rear Commodore:	Barry Kelly
Club Captain:	Adrian Kiely
Treasurer:	Valda Johnston
Director:	Phil Ashley-Brown
Director:	Phil Arnall

Unbeknown to your Commodore it had been decided that Phil Arnall & myself be presented with Life Membership. This is a great honour and will be cherished.

Our new CEO, Paul O'Rourke, and our new Marina and Asset Manager, Sandy Hapgood have hit the ground running and it is great to have them on board.

As this magazine goes to print NCYC is looking forward to hosting the Asahi NSW Country Yachting Championships. So far we have 22 entrants. The weekend should prove to be full of exciting racing.

The new sailing season will open with the inaugural Founders Gala Dinner, 9 September, followed by the Founders Day Boat Parade and Blessing of the Fleet the next day. The season promises to be a busy one with more regattas planned.

I would like to thank my fellow Directors for their efforts over the past year in the boardroom and around the Club. We are very fortunate to have such a talented team to help keep your club growing.



Jim Holley, Commodore

24 HOUR
FUEL SERVICE AT NCYC
Located on F Finger

Diesel & PULP

MasterCard, Visa Card or EFTPOS
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12% discount on a single purchase of
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NCYC General Members & Newcastle
Game Fishing Club Members receive
a 12% discount on all purchases,
when using their discount card.



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Rear Commodore's Report



I hope you have all enjoyed either some time off from sailing or are looking back on your fortunes in the Land Rover Sydney Gold Coast Race. Others may be basking in the memories of Airlie and "Hamo" – half your luck!

NCYC was represented in the race to Southport by Phil Arnall's Anger Management (6th IRC Div 2), Sibby Ilzolfer's "Dare Devil" (7th IRC Div 2), Michael Martin's "Frantic" (12th IRC Div 1), "Cyril" and "Tack's" "She's The Culprit" (3rd PHS) and Michael McDonald's "Stampede" following closely behind "Culprit" to take 4th in PHS. Yet again it proved to be a race where fortunes were made and lost with the correct answer (or guess) to the "in" or "out" question.

Our annual sailing presentation on July 15th was another very successful night. Unfortunately, a commitment in SE Asia meant I was unable to attend, but I have heard nothing but good reports. I understand that Paul & Candice put on another great night together for all of you to remember. To keep my report short, I will only make mention of the "Premiere Awards". Lasers "Off The Beach (OTB)" Div 1 went to Joe de Kock on "Stormy Weather" The Laser handicap division was taken out by Ben Rigby driving "Boat 169703". In the yacht divisions Phil Arnall and "Anger Management" won the Gun Boat Trophy, Steve Rae "Marta Jean" took the Founders' Bowl for PHS Div 1, and the NCYC Cup for PHS Div 2 was awarded to Robin Hillery "Warrain". The Mick Eggleston Trophy for best IRC annual result went to "Marta Jean" helmed by Steve Rae. Congratulations to all the winning skippers & crew. For those not at our 2017 AGM, I want to repeat my thanks to all our volunteers that make sailing at NCYC possible.



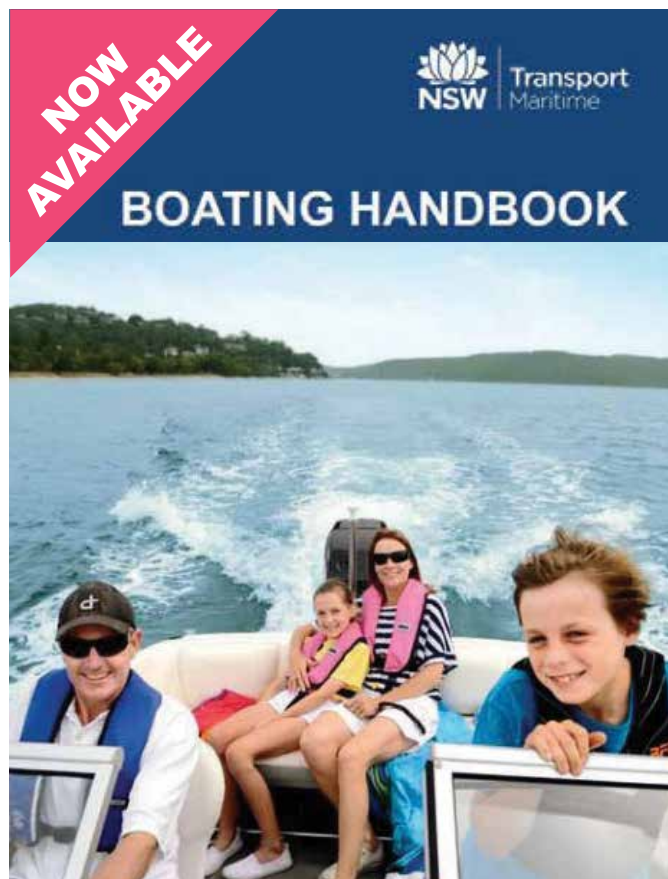
**Supplier of NCYC Club
regalia & uniforms**

The new season is upon us and I write there is a little less than a week to go to the 2017-18 season opener. I spoke at the AGM about the year that was, and the season that awaits us. I feel excited about getting back out on the water again as well as a few new initiatives. This year we will be building upon the successes of "Discover Sailing", "Tackers", and the youth performance program. We sailed 66 Laser races, 43 keel boat races last season as well as the "She Sails" & Farr 40 regattas. We also continued to host the Combined Offshore Pointscore, the Lion Bird Cabbage series as well as seeing a record number of 36 starters in the Port Stephens Feeder race. What a sight it was to see as all the boats leave the harbour on a fast reach to Port Stephens in a fresh SSEaster! In the coming year we will host the Farr 40's again, increase the number of female skipper races, and host a TP52 regatta. We are also studying the viability of taking over the Lord Howe Island race. This is a complicated undertaking for a variety of reasons. These include yacht number and draft limitations, world heritage and national park restrictions as well as search / rescue due diligence. We hope to bring you more news soon with the target date being proposed as starting on Friday, 28 April 2018.

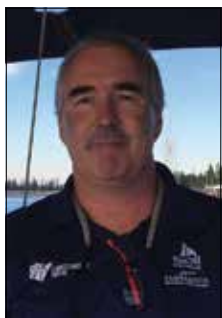
I wish you a great summer of sailing!



Barry Kelly, Rear Commodore



Chief Executive Officer's Report



I would like to thank everyone for the very warm welcome I have received since joining NCYC. I have been here 12 weeks and enjoying the experience.

There has been plenty of enthusiastic support to getting things happening around the club.

The Sailing Committee have

put together a great program for the upcoming year including a revamp of the Inner Spring to encourage more visiting competitors and other high profile visiting regattas. The Social committee did a great job with the Rum and Rib night, have put plenty of effort into Founders Day and have a great calendar going forward. The Cruising Division have just had their first meeting of the year in August and have some great trips planned. The Game Fishing Club are planning a Sportsman's lunch and some tournaments later in the year.

Particular thanks to all the staff at the club that deliver all these great ideas. They are all very passionate about the club and keen to see it constantly improve. I would like to thank everyone for their patience and overwhelming support of the changes to the carparking arrangements. I believe it's had a positive impact for the precinct. The marina occupancy continues to grow and the final tenancy has just been filled.

I am very excited about the upcoming Summer with plenty of fun boating and social activities planned.

Paul O'Rourke, CEO

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

Subject: Boat Profile



OVERLOOKING NEWCASTLE HARBOUR



\$15 lunches

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Delicious lunches on the water for \$15 seems to good to be true!

Bring your friends, work mates, boyfriend or girlfriend... anyone, and select from a variety of weekly lunch specials. So simple, so good!



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weeknight specials

kids eat free **Sunday**

1 free children's meal with each adult meal

t-bone **Monday** night \$20

400g Riverine T-Bone Steak grilled to your liking & served with chips, salad and your choice of sauce

pasta **Tuesday** night \$15

A selection of pasta and rice dishes that change weekly

seafood **Wednesdays**

\$1 Oysters + 3 Market fresh fish of the day specials

schnitzel **Thursday** night \$15

Huge 300gm Chicken Schnitzel crumbed in house and served with chips & salad



Cruising Division

NCYC Cruising caters to the boat owners who enjoy the water at a leisurely pace, relaxing in an idyllic location and appreciating the occasional sundowner. Participation in organised boating and social events is encouraged with the aim of sharing interesting, topical boating information and experiences. Social dinner meetings are held in the NCYC Club each month with varied on water activities planned for a mix of sailing and motorboats on a monthly basis.

The Cruising Division met for their first meeting of the season in August and elected the following sub-committee:

Valda Johnston – Board Representative

Brian Gardoll – Motorboat Representative

Colin Peebles – Sailboat Representative

All are welcome to attend the next meeting on

12 October at 7pm in the Club to plan the Port Stephens trip.

First cruise will be on 21 October 2017
for an overnight stay at Port Stephens.

For further information Tel: (02) 4940 8188 **Email:** sailing@ncyc.net.au

Marina & Assets Manager's Report



Marina occupancy has been strong during the Winter months. It seems that Newcastle Cruising Yacht Club as a destinational Marina is now well and truly 'on the map'. Vessels being show cased at the Sydney International Boat Show utilised the facilities as an idealic stopover enroute South from Queensland, taking time to also press up fuel tanks at the convenience of 24 hour fuelling.

We've experienced steady growth in longer term (6-12 months) berthage as well, proven with 6 Rental Agreements during June/July. As expected enquiries for berthage during the Supercars weekend in November have exceeded all expectations with some 27 vessels currently waitlisted. Allocations for this weekend will not be confirmed until nearer the date with preference being afforded to the longer term enquiries – standing by for a first time 100% occupancy!

31 July 2017 had the expiry of 35 private berth leases, returning to the rental pool. These berths had been privately leased for 15 years. The initial lease sale were foundational funding contributions for the development of the Club. It is rewarding to see the majority of these private berth occupiers sign up to stay on with us for an extended period.

Sandy Hapgood, Marina & Assets Manager



Master Class

ABN: 93 551 522 860

Principal Instructor - Chris Griffiths
RYA/YA/JMCA Yachtmaster (Ocean) Instructor
Master V, MED III
SSSC Instructor

Australian Sailing

Safety & Sea Survival Course

Compliance for Category 1 & 2 Yacht Races
and a must-do for cruising sailors and power boaters

9th & 10th December 2017
at Newcastle Cruising Yacht Club

9am – 5pm on 9th Dec
8am – 4pm 10th Dec - Life Raft / Flares & more
Cost = \$550 per person

Deadline for enrolment is
5pm 30th Nov
To enrol - contact sea.g@bigpond.com
Chris - 0418 442755
Or Newcastle Cruising Yacht Club

Phone: 0418 442 755 Fax: 02 4959 8894 email: sea.g@bigpond.com



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
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Life Members



Congratulations Jim Holley, NCYC Commodore and Phil Arnall, NCYC Director
for recently being nominated as NCYC Life Members

**Gift Vouchers
are now
available from
the Club or
Administration Office**



A collage of images related to the club's entertainment. At the top is a photograph of several sailboats on the water. Below this is a black banner with the word "ENTERTAINMENT" in white capital letters. Underneath the banner is a large white box with the text "SUNDAY AFTERNOONS LIVE MUSIC @ NCYC". To the right of this box is a grid of four small photographs showing people. At the bottom of the collage is a Facebook logo with the text "LIKE Newcastle Cruising Yacht Club on Facebook!" and the NCYC logo.

History of the NCYC Social Committee Tenacity Award

This award was donated by NCYC Social Committee after the Wednesday Sweepstakes Race 6 in October 2004. There were no sailing prizes or trophies other than the Australia Day Cup which was housed in the Board Room. During our BBQs on the Marina there was much discussion regarding the need for an award to recognize the social aspects of our Club which had no premises for social engagement at that time.

Following Mike Eggleston's suggestion, the Social Committee proposed then purchased the Tenacity Award. "Tenacity" was an obvious naming choice when considering our then ten-year history. It had required great tenacity for those who envisioned a Yacht Club and Marina in Newcastle to persevere to the realisation of their goal. NCYC's Founding Members and those early members who put up money year after year for membership fees and to purchase berths in a marina yet to be built were tenacious in their support. It was the tenacity of owners of yachts on the marina which enabled our Sailing Committee to be formed and racing officially begin in 2004, four years before we had a social venue to come back to.

The Tenacity Award was to be a light-hearted recognition of effort, determination and dedication to task. The parameters for selection covered anything from the frivolous, through to some so serious as to be inspirational. They are all there if you read the "Why" behind the names on the Tenacity Award.



Tenacity Award. Image by Peter Field

In 2004 there was no Licensed Club and no Sailing Office. As this was a social award to be shared by the membership, not stored in the Board Room, the Award was initially taken home by winners and brought back when needed, then to be handed over to each new recipient. When a Sailing Office was established in the NCYC Commercial Centre the Tenacity Award resided on its walls. In 2008 the Tenacity Award was relocated and is now proudly displayed in our licensed premises. Originally there were no constraints on the frequency of rewarding suitable actions with the Tenacity Award.

It was presented on the Marina during after-race social BBQ functions while we waited for the race results to be announced. The Tenacity Award is now presented annually.

In April 2005 Glenda Arnall the winner of the first NCYC Lady Skipper Race was also the first recipient of the Tenacity Award to have it presented publicly at the Sailing Presentation of Trophies and Prizes Evening. The Tenacity Award is not a trophy nor is it a prize which can be won by competition. Awardees are not necessarily sailors, but because the Presentation night is a prestigious occasion to recognise and reward excellence and commitment within our Club, this was deemed the most appropriate time to recognise and make an award for tenacity.

During each year, the Social Committee decides the recipient after considering candidates nominated by current NCYC members. Each nomination and supporting document addressed to the Social Committee Secretary may be submitted to the NCYC Administration Office. info@ncyc.net.au

In coming issues of this journal, beginning with the 2004 award to "Sienna" the "why" behind the names will be featured.

On behalf of the Club and your fellow members, congratulations once again to all recipients of the NCYC Social Committee Tenacity Award.

Presented on the wharf after racing:

- 2004 6th Oct - "Sienna" skippered by Col Jordan
- 2004 14th Nov - "Warrain" skippered by Robin Hillery
- 2004 26th Dec - "Funnelweb" Sibby & Ivan McFadyen

Presented at NCYC Presentation of Trophies and Prizes evenings, the first being in 2005.

- 2005 April - "Felix Ventures" Glenda Arnall
- 2006 April - "Etosha" Tony Purkiss
- 2007 April - "Warrain" Robin Hillery
- 2008 April - "Alsina" Ted De LaGarde
- 2009 July - "Summer Salt" Paul Gleeson
- 2010 August - Ernie Thirkell "Wombat"
- 2011 August - "Woodstock" Len Croft
- 2012 August - Robin Hillery

- 2013 April
Len Croft
- 2014 July
Greg Jackson
- 2015 July
Mark Richards
- 2016 July
Louise Costello
- 2017 July
Kris Richard



Kris Richard

Founders Day Celebration

Boat Parade & Blessing of the Fleet

Sunday 10th September 2017



- 9:30 am Vessels to muster in the basin
- 10:00 am Sail past begins – to proceed past Honeysuckle Hotel
- 10:45 am Blessing of the fleet proposed to begin from Honeysuckle Hotel
- Midday Trawler Fleet Race
Newcastle Game Fishing Club - Fishing Competition
NCYC Cruising Division – Rafting up at Pirate Point
- 1:00 pm Yacht Race starting in front of Scratchleys' Restaurant
- 2:00 pm Laser Racing starting in front of Honeysuckle Hotel
- 2:10 pm Force 24 Racing starting in front of Honeysuckle Hotel
- 5:00 pm NCYC – A small presentation of prizes from the sail past for:
- Best Dressed Ship;
 - Best Dressed Crew;
 - Most Imaginative;
 - Laser offshore, inshore, trawler & fishing
- 5:00 pm NCYC – Spit Roast \$25 pp

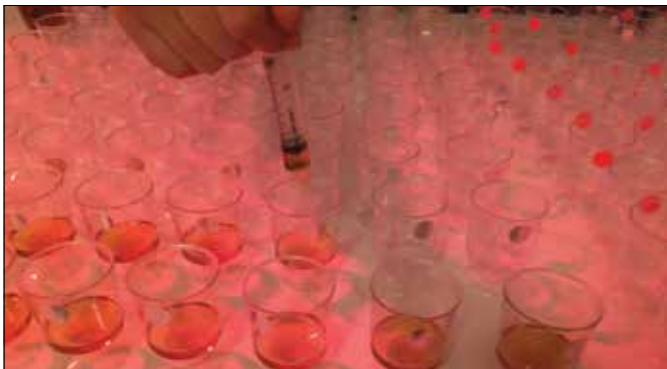
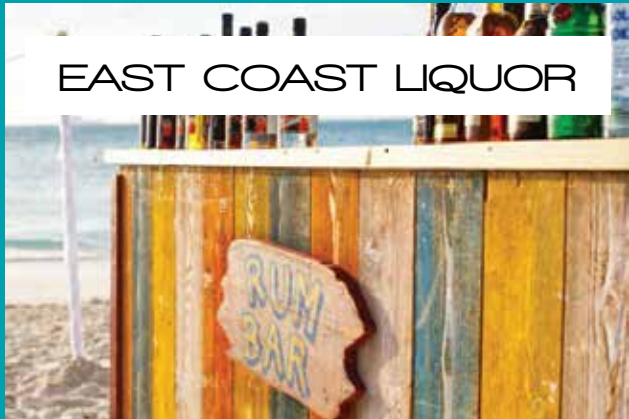
For more information or to Participate in the parade:
Email sailing@ncyc.net.au or call 02 4940 8188



Social Highlights

**THANK YOU
NCYC'S SOCIAL COMMITTEE
For a Successful
RUM & RIB NIGHT**

EAST COAST LIQUOR



NOW AT NCYC

Presentation Night 2017

Images by Gloria Thirkell

Major Prize Winners 2016-2017 season:

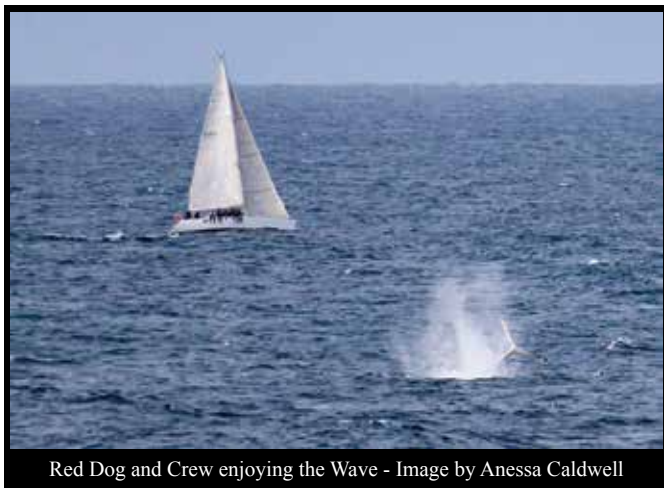
Keelboats

- Marta Jean
Steve Rae
Annual Pointscore (IRC)
- Marta Jean
Steve Rae
Annual Pointscore (PHS Division 1)
- Warrain
Robin Hillery
Annual Pointscore (PHS Division 2)
- Anger Management
Phil Arnall
NCYC Gun Boat (most fastest times)

Lasers

- Stormy Weather
Joe de Kock
Overall Pointscore (OTB)
- Boat 169703
Ben Rigby
Overrall Pointscore (PHS Division 1)
- Musto 4 Youth
Lucy Nissen
Overall Pointscore (PHS Division 2)





Thursday Night Members Draw

Permit LTPS/17/16772

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



NCYC IS NOW ACCREDITED AS
A DISCOVER SAILING CENTRE



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The Perfect East Coast Stopover
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Weekend or weekly packages available for cruising clubs or groups

Tel: (02) 4940 8188
E: dockmaster@ncyc.net.au

Image: Stephen Oulton
First Site Imaging P/L

Marine Rescue

By Terry Reynolds - Coxswain MRNSW

When I was asked to write this article I thought about the topic. It didn't take long to decide I would write to let members of the NCYC know what Marine Rescue Newcastle has to offer the boating community.

For those that are not familiar with MRNSW, we have a dual 'stream' service, being rescue vessel operations and radio operations.



Rick Neville, one of our Watch Officers at the main radio console.

RADIO OPERATIONS

Marine Rescue Newcastle have many dedicated volunteers who man and operate our radio communication centre from 0600-1800 daily to assist the boating public with a variety of services. Their main service is to receive radio calls from vessels which include vessel 'log-ons' where we take information from vessel crew, such as vessel details, number of people onboard, where you are heading, contact details on the vessel and on-shore, estimated time of return etc and also a 'sked' facility should you like us to give you a 'welfare' check every so often. Unfortunately not all vessels use this facility however although often thought as being 'not necessary' by the skipper, should you log on and get into trouble, at least someone knows when to start looking for you and where to start looking which increases your chance of being successfully located.

MRNSW's 'Seahawk' tracking system keeps an up to date watch on all vessels logged on and will raise an alarm should a logged on vessel not log off at their stipulated time. The Radio Operator will then put in place set procedures to try and locate the vessel, etc.

Marine Rescue also have an 'app' based log-on facility for use via your smart-phone. Simply 'google' Marine Rescue app to download this free facility.

Other services offered by our radio operators are: Membership information on our Radio Club where you can join for a small yearly fee and have all your vessel and log-on details recorded to make logging on much more quicker, weather forecasts, take bookings for our VHF/MF radio course (which is held periodically – ring the base to obtain further details), obtain information on joining Marine Rescue Newcastle and also ask any general questions in relation to our operations.

Radio Operators undertake a long and intensive course before being qualified to become a Marine Rescue Radio Operator and should an individual wish, he or she can then undertake higher qualifications such as Watch Officer and Search and Rescue Co-ordinator. The level of competency is deliberately made high to properly serve the community.

To contact our radio base, either call on VHF 16, 27Mg 88 or via telephone on 4927 8237

RESCUE VESSEL OPERATIONS



Marine Rescue Newcastle operates an 8 metre Kevlacat powered by twin 250 hp engines and with its authorised MRNSW crew is approved by the State Rescue Board of NSW to undertake various tasks as directed by the NSW Police Marine Area Command.

Our vessel, call sign Newcastle 30 (NC30) is on call 24/7 and listens in on VHF 16 when in operation and is fitted with FLIR (forward looking infrared camera), radar/depth sounder/chart plotter though a dual screen facility and is capable of responding to an issue with a vessel in distress day or night.

Our crews undertake lengthy and in-depth courses/ training before they are approved to be competent as a crew member and then further courses and experience to become qualified to command the vessel on operational assignments or training duties.

You will often see NC30 on the water training our crews and further fine-tuning our capabilities so we are always ready for that call to assist or rescue a vessel.

Should you see us on the water, unless it's obvious we are on a 'job', come over and wave us down and say hi. NC30 is moored at the NCYC and similarly, if we are onboard and you have a question or just want to say hi or have a look at the boat, come on over.

A COUPLE OF OPERATIONS

To list all of Marine Rescue Newcastle's operational jobs would be too vast for this article so I have selected just a couple. Below you can see crewman (and now Leading Crew) Rick



Neville monitoring the towline as NC30 tows a disabled yacht into Newcastle. This type of job is our 'bread and butter' type of job and is carried out numerous times throughout the year. That said, to do these competently takes hours and hours of training as all vessels are different and so is the weather. Not all conditions are as friendly as they were this day.

This is a picture taken of the AIS (ship tracking system) of NC30's involvement in the search for a missing student earlier this year. The picture highlights the multiple tracks up and down the search area over an approximate 9 hour period.



Not all operational jobs involve vessels or people in need of assistance. Below saw NC30 assisting the Newcastle Outrigger Canoe event and NYE fireworks where NC30 acted as a safety boat.



TRAINING

Training is a large part of being a member of Marine Rescue Newcastle. As seen in the pictures below, MR members are required to hold numerous qualifications such as Advanced First Aid and Advanced Resuscitation as well as qualifications for their respective radio &/or boat streams.

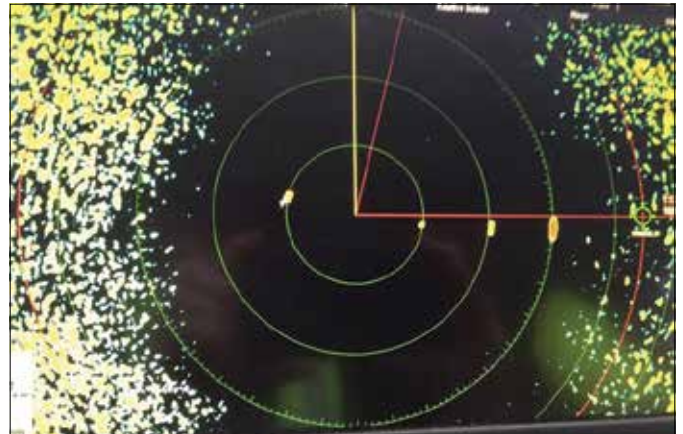


Our Unit Commander Ron Calman during the recent Advance Resuscitation course



Member Graham Silcock during his examination for Radio Operator, of which he was successful.

AIS on radar highlighting search and rescue vessels in the 2017 SAREX, which is a joint NSW police and MRNSW training exercise held annually between local MRNSW units and trainers from Marine Area Command (MAC) in Sydney and generally one of the MAC's large rescue vessels such as the 33m Nemesis or 16m Intrepid.



NC30 departing NCYC for the SAREX with a number of MRNSW vessels 'line astern'.

FUNDRAISING

Although Marine Rescue NSW receives funding from the state government as well as through a levy on boat licences and registrations, all MRNSW units need to do their own fundraising to survive. The costs of fuel, vessel upkeep, radio base infrastructure etc is a costly thing so we have to make money and one of the ways is to have such events as sausage sizzles type days at various facilities such as Bunnings throughout the year. There is also the annual major MRNSW raffle where some very attractive prizes, such as boats, cars etc can be won. For further information on our fundraising please contact our base on 4927 8237.

Last but not least, Marine Rescue NSW would like to thank the management and members of Newcastle Cruising Yacht Club for all that they do for us every year. We are truly grateful.



Australia II Replica Yacht

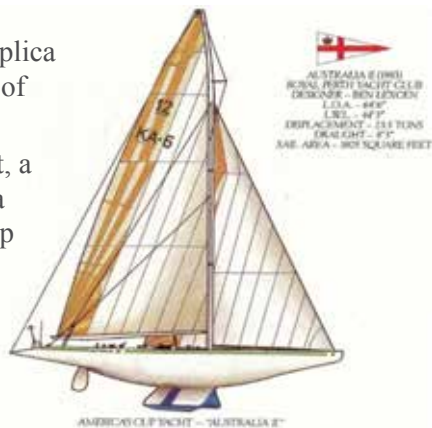
By John Beach

Dedication of Australia II Replica Yacht / Celebration of Ben Lexcen.

Fully-restored yacht, a quarter-scale replica of the America's Cup winning boat, complete with its controversial winged keel.

The yacht, as seen on NBN TV and in The Herald, will be placed on permanent display at the Maritime Museum.

On Father's Day there was an exclusive interview with John Bertrand, skipper of Australia II, as he reflected back on his time with Ben Lexcen. Ben Lexcen, the brilliant naval architect who designed the Cup-winning



boat, grew up in Newcastle, and attended Newcastle East Public School, and this event celebrates his outstanding contribution to innovative naval architecture and racing yacht design.

You can visit the Newcastle Maritime Museum to see the Australia II Replica Yacht up close.



CRUISEABILITY

Welcome aboard...

Cruiseability is Newcastle's first boat charter service especially catering for the elderly or physically challenged residents or visitors to Newcastle.

Crown Mary Ellen III is Cathie de Koeyer and Jonah Bevan's passion to share their love of the water and boating with people who are rarely able to access this amazing experience.

Crown Mary Ellen III is continuing her life mission by providing a unique boating experience for small groups such as:

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cruiseability.com.au

The Laser Twilight Series
starts on
6th October

Enquiries Tel: 4940 8188 or
email: sailing@ncyc.net.au



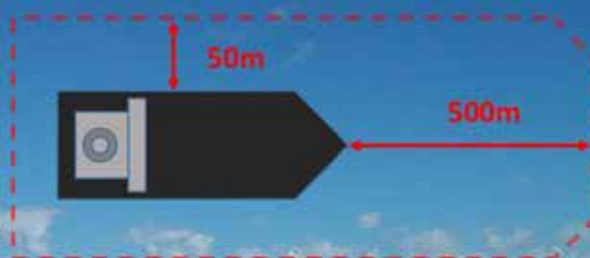


Artist, Mike Eggleston has used watercolour paint.

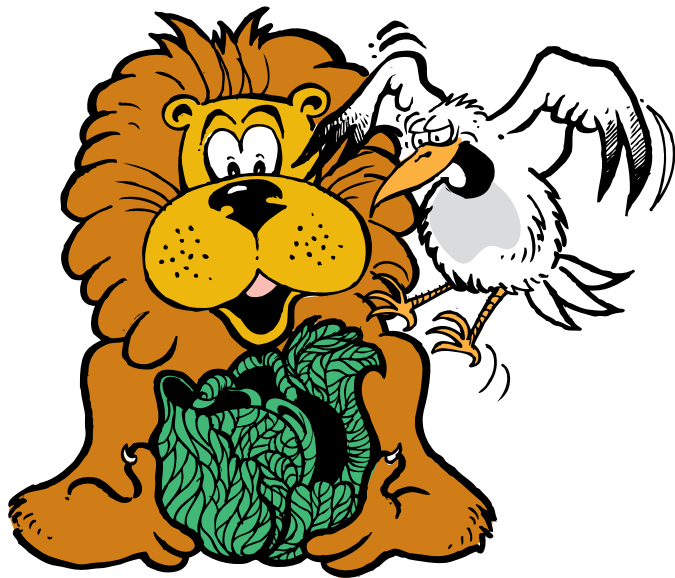
As most of you are already aware, one of our Founding club members, Mike Eggleston is a very talented artist. Mike has captured Glen Picasso and Glenn Bulmer's yacht "She's The Culprit" as she was racing off Newcastle.

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



Lion Bird Cabbage



RESULTS:

IRC:

1st Place – Summer Salt

PHS:

1st Place – She's the Culprit

2nd Place – Freyja

3rd Place – Summer Salt



Free Discover Sailing Day

Enjoy a FREE day of sailing
with friends and family

SATURDAY 14th OCTOBER 2017
10AM - 2PM
<http://www.ncyc.net.au/sailing-academy>
Enquiries: 4940 8188



2017 Land Rover Sydney to Gold Coast Yacht Race

Article and Images by Cyril, "She's The Culprit"

The lead up to the 2017 Land Rover Sydney to Gold Coast Yacht Race was the usual frenzy of activity on board "She's The Culprit". First priority, get the fridge mechanic to make sure the unit is in top working order. Do a few social whale watching cruises to make sure halyards and things work.

Slip the boat? Naaaahhh, we'll do it when we get back.

Crew selection,--- Sorry boys and girls, we have to limit numbers to 12 crew. That's almost one Tonne of crew weight, plus about another 2 ½ Tonnes of crew personal gear. We like to be prepared for anything! Running out of toothpaste, selections of colour coordinated apparel, extra jumpers and socks in case someone forgets theirs etc.

12 crew lets us run three watches. Four crew on each watch, 2 hours on, 4 hours off.

Race day arrives with five boats representing NCYC. "STC", "Anger Management", "Frantic", "Dare Devil" and "Stampede". A boat of special interest to us was our very own sister ship "Arch Rival" from BSC.

The forecast for the race had N's in everything until Tuesday, so that means unload most of the kites, and by the way, leave that old #2 headsail on board. I'm determined not to throw it out until it dies a natural death!

After the excitement of the start subsides we settle into the usual race routine. Sleep, eat, sail the boat for a couple of hours then back to bed. Occasionally there is a request from on deck "Can a few of you sleep on the high side?"

This is met with the usual response. "If we do, you will tack the boat in half an hour and we will have to move again!"



I usually pretend I'm asleep and didn't hear.

The first Morning sees "Anger" and "Dare Devil" a couple of hours in front of us with "Frantic" leading them, and "Stampede" about 5 mile behind "STC".

"Arch Rival" put a few miles into us overnight which we managed to claw back during the day, and during the rest of the race we traded the lead with them a number of times and were always in sight. Great racing over three days from two almost identical boats.

Crew banter and storytelling was interspersed occasionally with short spurts of enthusiastic sailing, and the usual crew anthem developed during the course of the event. I won't elaborate as it has taken three weeks to get the damn tune out of my head, but two versions emerged. My preferred version is available on request from "Tim Tam Tac and the Tiller Moths".

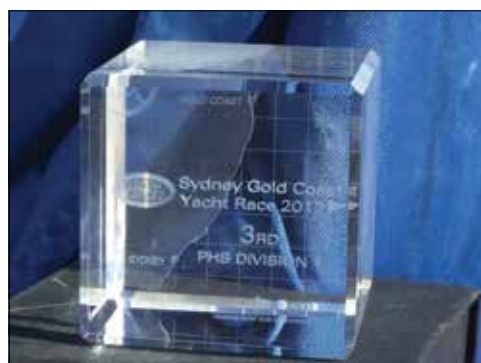
We experienced a fairly stiff Northerly most of Monday assisting our old #2 to finally expire. About 15 mile behind a wet ride and a few breakages were reported on "Stampede" with the wind eventually clocking left giving us a nice kite run to the finish.

"Frantic" finished about 0617 on Tuesday Morning with "Anger" finishing about 1035 and "Dare Devil" about 15mins behind them. About three hours later "Arch Rival" crossed the line with "The Culprit" just one minute behind and securing third position in division. An hour later "Stampede" was the final NCYC boat to finish this year's S2GC race.

Well done to all boats and crew in a very testing race.



Top right:
Tac feeding the crew.



Take the Leap

Life as an Ocean Gypsy

Article and Images by Kristen Anderson

In February 2016 I was lucky enough to set sail aboard Team Mowbray's 60' yacht *Commitment*, on a voyage from the southern tip of South America to the magical world of Antarctica. This 'journey of a life time' introduced me to both the wonder and terror of ocean cruising. Exploring the treasures of the Antarctic peninsula, with our agenda governed only by the weather and leaving the smallest of footprints, was a dream come true. I embraced the rhythm of ocean crossings and fell unreservedly in love with living life at the pace of a sailing vessel. But, of course, reaching this dream destination is not for the faint-hearted, and we were not spared the ferocity of this infamous stretch of water. One might think that a heavy knockdown in these latitudes would serve to crush any normal person's newborn love of ocean sailing, but for me it brought quite the opposite. "Life is short" is simply a much-quoted cliché, that is until you find yourself thrown upside down in the Southern Ocean, fully at the mercy at Mother Nature at her most malevolent. Amid such intensity that commonplace little adage became a mantra. Life could indeed be very short... So what, I asked myself, did I want to do with it? Little wonder then, that returning to the daily grind of the working world failed to hold the slightest appeal.



Max, Tony & yours truly on a cold and blustery day in the southern latitudes.

Fast forward 12 months to February this year and I had resigned from work, rented out my home, put my possessions in storage and, wet weather gear and seaboots in hand, boarded a plane on a one-way ticket to Chile. Was I completely insane? Perhaps. But I was listening to that loud refrain and trusting my instincts, and I was about to do some serious living. Throwing caution to the wind, taking that leap, I joined Tony Mowbray to bring *Commitment* back home, north through the Patagonian channels, and then across the vast South Pacific to Australia.



Commitment on anchor behind the surf break - Easter Island.

Wonder or terror? Of course both, and every sensation in between. In an incredible 4-month journey covering more than 8,000 nautical miles, I not only experienced adventure and new horizons, but also found courage I wasn't sure I possessed, and revelled in the pure joy that comes with complete and utter freedom - to be the real me, and to live fully immersed in the here and now. And I think, just maybe (although I probably should check with Tony (?), that I became a real sailor! Most of you will know, or have heard about, Tony Mowbray, legendary in sailing circles and a larger than life character in every regard, and I am incredibly fortunate to have been given the opportunity to learn all aspects of seamanship at the feet of such a master. My previous sailing experience was all born from racing, and as race crew my role is predominantly trimming, with the occasional stint on the bow (if the rest of the crew is particularly geriatric!). Helming opportunities had therefore been limited and my confidence on the wheel, particularly in heavy downwind conditions, was not high. Well, 7,500 ocean miles, and more than a few bollickings later, I can safely say that that has changed. If someone had told me at the start of the journey that I would be surfing *Commitment* down 8 metre waves in 40+ knots I would have told them they had the wrong girl. But I did, and I can, and more importantly, I got to experience nights when being on the helm, alone in the middle of the vastness of the universe, brought me to tears of the deepest happiness, so thank you Tony (even, or especially, for the bollickings)!



Remarkable ancient Moai - Easter Island.



At home on the helm.

Our cruise north through the Patagonian channels was remarkable in every way and enabled our crew of three, Tony, Max Miles and I, to settle in before we set out across the Pacific. It is a mostly untraveled gem of a waterway

that I would encourage anyone to visit, and deserves more than a few paragraphs so I will give a full report on it at a later date. This predominantly inland venture finished in Puerto Montt on the Chilean West Coast at a latitude of 42

degrees South, where we provisioned and readied the boat for the ocean crossing, departing on April 4. We were farewelled by a pod of dolphins hurling themselves playfully out of the water like breaching whales, this display followed shortly

after by a stunning full double rainbow. Riotously wonderful rainbows had been plentiful in South America, their vibrancy never ceasing to enthrall, and this display, along with our beautiful friendly dolphins, who had watched over us all the way up the coast, felt like a good omen for our crossing... Well, in many ways it WAS a good crossing, and we certainly arrived home safe and happy 3 months later, but certainly that first leg was testing to say the least.

It took the three of us eighteen arduous days to make the 1,970nm journey to Easter Island, during which time we contended with no less than five, yes I said five, bruising SW fronts, battling seemingly never-ending headwinds in between. Where are these steady trade winds Tony???? During this leg I learned that pre-frontal weather systems can be fierce, that waiting for fronts to hit is intensely trying on the nerves, that clouds in this part of the world bring blistering winds that can knock you up to 90 degrees off course, and that lightning storms at sea are something to behold. Was I afraid? Without a doubt, yes. But I distinctly recall a conversation with Tony as we were banging into a big residual sea in 30+ knots, with lightning bouncing about in an otherwise totally black night, when this round-the-



Rewards of my favourite dawn watch.

world solo sailor told me, "Everyone is frightened Kris. If people tell you they've never been scared out here, then they've either never been in these conditions, or they're full of shit". Ok then. It was incredibly comforting to be given permission to feel fear, and went a long way to making it more manageable

I turned 54 on this leg, and as the following excerpts from my journal illustrate, it was a tumultuous day, but a memorable one!

"2-4am: a wild 2-hour ride, thank God I've found some confidence. Commitment charging along in the pitch black night, overpowered in the constant squalls. Wet, wet wet!

7.30am Second reef in

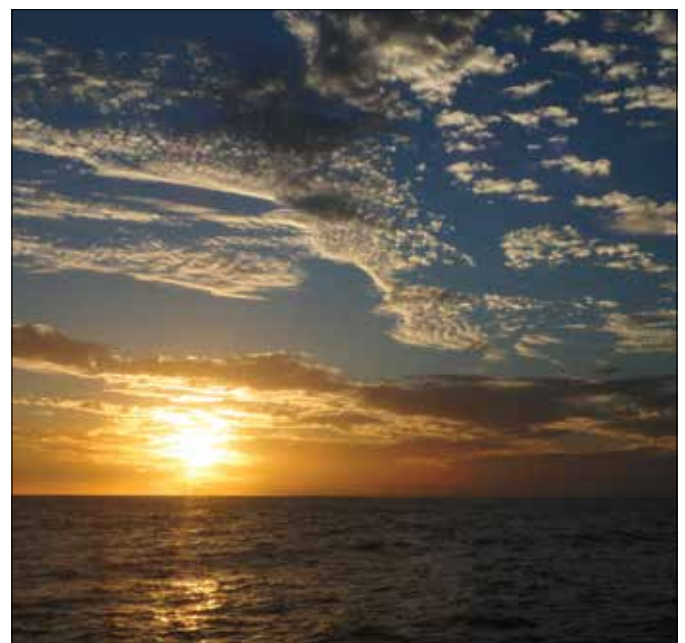
9-midday: Where are the calm seas, blue skies and sunshine that I ordered??? Rough going in the now at least less frequent squalls, maintaining 6's [boat speed in knots] and focussing hard to not let the boat get away from me when the big sets rolled in. Body sore, but feeling capable and happy (oh, and salty!)

6-8pm: First half positively fabulous, steering 270, directly into the beautiful setting sun. Seabirds are dive bombing for dinner and a pod of dolphins arrives to surf the large waves on our port side... Wildly alive out here. A moment....

Wind got up and I had to bear away to maintain control... No visible reference points to steer, seas big and pushing me around all over the place from behind and to port. Hard going ...

My whole body is aching after several days of rough seas, big winds, constant lurching and, for me, tough helming, but my mood is high! The weather is changing and calm days are a-coming!!! Happy!!!! If this 54, bring it on!

12-2am: Woke to a beautifully different world... Calm seas and a flat(ish) boat. Bliss. Woke Tony to shake the reef around 1am. Speeds good, motion glorious".



Breathtakingly stunning sun sets.



This 24-hour rollercoaster of a day typifies this section of our crossing. The next day dawned clear, calm and sunny and “in a spectacular change the ocean glitters a bright beautiful blue that is in stark contrast to days of dark broody steel grey”. The next few days were marked by a complete absence of wind as we sailed through the centre of the high pressure system but then, “Have spent the entire day fighting squall after squall after f%*#g squall, one after another, absolutely smashing us with strong winds and torrential, teeming, pelting rain!” Shortly thereafter we were hove-to, yet again, waiting anxiously for the next front! And so it continued. The days at sea quickly began to run together, and I stopped thinking how far, or how many days, to go? Life took its rhythm from the weather systems, flowing from front to front, riding the squalls, heaving to when necessary, and its timeframe contracted to each day, and each watch. There was no room for anything else, and so it was with much excitement that Easter Island eventually became an imminent reality. Landfall, right where it was meant to be, was a surreal moment. Eighteen days of fighting the elements and finally here we were, at a destination I could only have dreamed of. I was exhausted, but I was hooked!

And for every wild front and anxious solo watch in rough weather, there was a magic moment to remind us why we come to sea. Sometimes it was sheer relief to crawl into a bunk, simply at having survived the watch, but at other times I just didn't want to hand over the wheel. The exhilaration of coasting along beneath a canopy of glittering stars, in charge of this 60 foot of

boat that I was gradually becoming one with, was intoxicating in the extreme. As was perching on the coach house roof with a coffee on a perfectly still morning when not a single ripple can be seen on the entire ocean, nothing but blue from horizon to horizon, from lapis to sapphire and turquoise to aquamarine. What a gig!! And then, at 2am on a moonless night, you drop anchor behind the surf break of the most remote island in the world! Life's alright.

We spent a couple of hectic days refuelling and provisioning, and taking in the sights at this extraordinary island (again, a story in itself), and on April 25 we set sail once more, this time with a crew of five, having picked up some lovely young backpackers to join us! The passage to Raratonga, 2,772 nautical miles away, was going to be a long one and the extra hands were welcomed! The weather on this leg was marginally calmer than the first but still threw four more SW fronts at us before finally showing us that there are in fact following winds to be found when you get a little further north. Not, however, before hurling the strongest winds at us that we faced on the whole crossing. Helmut, our 24-year old Chilean crew-mate, a sailing virgin, was wild-eyed indeed when a fierce pre-frontal system threw 60-65 knots at us on Day 4. On the flip side, a highlight of this voyage was a dawn watch that began with a drenching, but was followed by an outrageous rainbow and over a dozen humpback whales cruising serenely by, the last of them launching his colossal body out of the ocean in a joyous farewell. I learned on this crossing that I was beginning to detest yellow-filled radar screens, that my love of the dawn watch is nearly always warranted, that it's possible to go weeks in the middle of the Pacific with no signs of life, that I firmly believe in the “red sky at dawn sailors be warned” adage, and that ‘mi amiga la luna’ is the most beautiful of all sailing companions. Oh, and I learned some Spanish, courtesy of my young Chilean watch-mate, the two of us hollering ‘gran bastardo!’ with Latin American fervour and passion at the waves that threatened to break over us! I also began to discover that it's not only what the ocean throws at us that makes or breaks us.

“So much of this ...adventure has been understanding that, out here, the real strength lies in controlling how



Non-boat time - beautiful Raratonga

you react in order to deal with (and hopefully enjoy!) whatever the ocean and heavens throw out there. We can be hurled and thrown about like the tiny speck we are in this vast universe, and we can't control that, but we can keep getting up, staying positive, setting the right course, the right sails, and the best attitude we can muster, continually learning, and hopefully laughing. We choose. That's our power amongst all this might".

And when you begin to let go, and surrender yourself to this incredible might, it occasionally softens and shows its underbelly:

"The colours that nature creates out here truly beggar belief, and the riotous colours and backlit clouds this evening were out of this world. Behind us wild pinks splashed haphazardly across the heavens, musky muted lilacs over the islands, and the sun itself was the most outrageous liquid copper throwing glowing gold and pewter amongst the clouds before turning them and the surface of the sea the deepest crazy combination of orange, gold and crimson. A performance burned on my mind for all time!"

And then, there it was! On May 18, as dawn appeared behind us, Raratonga emerged ahead, and we had arrived at the tropical paradise of the Cook Islands.

This 12-day idyll in the sun is again a story on its own, but we all had loved ones flying in from home to greet us, so this was a seriously beautiful 'intermission'. But home was calling, and so, recharged and with a crew of six aboard, on May 31 we set sail once more, this time bearing 232 to Newcastle, 2,671nm away! This leg commenced with very little wind and unbelievably benign, warm and calm conditions. This lulled our new crew mates into a false sense of security but gave us all some gloriously pleasant, albeit slow, cruising. A memorable moment was, at 9.49pm on June 9, when I watched the chart plotter change our position reading from 26 26S 179 59W to 179 59E as we crossed the international dateline. I expected a Dr Who Tardis moment, which was sadly not forthcoming (except maybe in my fertile imagination), and it was perhaps an inglorious moment as we were hove to in a storm at the time (again!) and drifted rather than sailed across it, but it was nevertheless a special moment. As well as calms and storms, we managed to enjoy some positively magical sailing conditions on this 24-day section, beautiful easy conditions where Commitment positively danced across happy sapphire seas. I learned on this leg of the journey how to recognise the Aboriginal spirit

Biameh in the night sky, that I have become firmly addicted to sailing beneath a canvas of glittering stars in velvety darkness before the moon rises, that "a star to steer by" is indeed all one can want for, that the show is



Farewell Raratonga – Commitment homeward bound

not over till the fat lady sings, and that the waters of our very own Tasman can be the most testing of all. With under 500nm to go, and 7,000nm of ocean behind us, our run of wonderful weather came to an abrupt halt. All thoughts of an easy run home were laid to rest, and we felt the full fury of an Australian East Coast Low. Well, our hove-to experiences certainly came in handy – as there we were, hove to on Commitment yet again! These countless experiences finally put paid to my fears of this most useful sailing procedure! Commitment held beautifully, Tony's experience and expertise kept us all safe and secure, and finally, after 3-4 days of alternating between drifting NW

and battling west under heavily reefed sails to gain sea room from Elizabeth and Middleton Reefs, we gratefully hoisted sail and pointed for a new destination – Coffs Harbour, and don't spare the horses! Finally, to the colours of a glorious dawn on June 24, we made landfall back in Australia, a tired but extraordinarily happy group of sailors.

Did I enjoy every minute? Of course not, only a total masochist would enjoy being drenched for days, repeatedly smashed by wild conditions, constantly deprived of sleep and physically and mentally tested. But would I do it again? Definitely yes! The moments of discomfort and fear were far outweighed by those of sheer joy, perfect freedom and the intense high that is living life outside your comfort zone.

Life is too short for 9-5. Take the leap!

If you have a maritime photo to share and would like to have it published in this magazine, email to:

info@ncyc.net.au
with subject line "Mag Photo"
(*subject to available space)

The Inaugural She Sails Regatta

**By Jan Howard, Mary Holley and Sarah Gamble
Images by Simon Macks**

The inaugural She Sails Regatta was held on Saturday 22 July, on what turned out to be a perfect winters day, with the 10 knot north easterly breeze enough to challenge the experienced and less experienced sailors.

The day was planned perfectly, with six five-person all female crews, including experienced skippers, participating in eight races on the Force 24 class keelboats. The windward/leeward races consisted of three, two or one lap races with the buoys strategically placed around the Honeysuckle Basin. The crews were chosen carefully to ensure skills were evenly distributed. They were encouraged to change positions throughout the day to advance their skills. A briefing by Race Officer Ian Humphries on the racing rules and flags, assisted the graduates to better understand this area, and was handy for when the 'She Sails' flag was hoisted and a graduate took over the helm. Helming was a new and challenging experience for some, particularly on the start line with 5 other boats vying for the best spot.

The aim of the development regatta, the vision of Mary Holley and Jan Howard, was to encourage and further develop the skills of the club's female sailors in a supportive and friendly environment. By all accounts the development regatta was a fabulous success with many of our sailors extending themselves, learning new skills and most importantly having fun. Some of the comments and feedback received were very positive . . .

"It was a competitive introduction to racing for many participants who, otherwise, might not have had an opportunity to race. Just wonderful."

"It was so nice to see women of all ages out having fun and having a go."

"It was a magic day...everyone on our boat was very supportive, encouraging and helpful.....looking forward to the next one."



Supporters on the water and land also noticed a significant improvement in the racing throughout the day as teamwork progressed and skills solidified resulting in some competitive sailing with tight buoy roundings and close spinnaker hoists.

Whilst the event was mostly about learning and having fun, we did award the winners:

1st - Crew 6

Emma Gearing, Janease Graham, Belinda Davey, June Dawson, Oongah O'Donovan

2nd - Crew 5

Sarah Petherbridge, Robyn Annis-Brown, Melissa Pollard, Lee Doherty, Trudy Smith

3rd - Crew 2

Nina Long, Maureen Rae, Jenny Williams, Louise Phillips/Valda Johnston, Kris Anderson

The day ended with champagne and canapes in the club, and thanks to the support of local and interstate businesses, some wonderful prizes were on offer for the winning crews and raffle recipients.

Ian Humphries, our race officer, commented on a deeper significance of the She Sails event. Ian knew George Keegan well. He remarked that the regatta represented the fulfilment of George's vision for NCYC; local people sailing in a regatta on the harbour, in view of spectators enjoying the magnificent, redeveloped Newcastle Foreshore. Even more pertinent was the fact that the race officials were operating from the NCYC committee boat, 'George Keegan'.

We look forward to the next She Sails Development Regatta on 17 March 2018.



NSW Country Yachting Championships at NEWCASTLE CRUISING YACHT CLUB

August 26 - 27

CONGRATULATIONS TO ALL PARTICIPANTS



IRC : Schouten Passage – Richard Howard



PHS DIVISION 1 : Rumbo – Guy Holbert



PHS DIVISION 2 : Scots Wha Hae – Valda Johnston



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How do we do all this?

The volunteers who come with welcoming hearts and who seek to genuinely care for all who enter our home. These are the real heroes who provide our international friends with smiling faces.

They drive, serve tea and coffee, act as tourist guides, cooks, entertainers and a whole lot more. Most importantly – they generously give of their time, have caring ears to listen and hearts to love.

Other Services

Our core business is serving local Seafarers who enter the Port of Newcastle. Currently there are about 40,000 seafarers who annually enter the port of Newcastle. This will steadily rise as the port expands.

We also seek to serve individuals and organizations who work in the maritime industry – it is for this reason that our chaplains are “Chaplains to the Port of Newcastle”.

The Mission also has a community focus and seeks to be involved in activities such as memorial services, blessing of the fleet, festivals, Church, service clubs and other groups to help make our wonderful city even better.



Mission to Seafarers Newcastle work closely with Stella Maris (Apostleship of the Sea) in all that we do to assist Seafarers on many different levels.

Where in the world WAS our burgee?



Photo by Bronwyn Hoffman

b. Te Mahia Bay, NZ

Winter 2017 Winner:
Kurt Vollmer



**Newcastle Gamefishing Club's
2016/17 Annual Presentation
& AGM will be held at the
Newcastle Cruising Yacht Club
on Sunday 17th September 2017.**

**We hope to see you
& your families there.**

**The AGM will start at 1pm
& the Presentation
at approximately 3pm.**

**For more details visit:
www.newcastlegamefishingclub.com.au**

Coming Events...

SEPTEMBER 2017

- Tuesday 5 September - Sailors Night
- Saturday 9 September - Founders Day Formal Dinner
- Sunday 10 September - Boat Parade & Blessing
- Sunday 24 September
Lady Skipper Series/Spring SOP

OCTOBER 2017

- Sunday 1 October - Day Light Savings Starts
- Wednesday 4 October - Twilight Light Series
- Friday 6 October - Laser Twilight
- Saturday 14 October - Discover Sailing Day
- Sat/Sunday 21-22 October - Super 12 Regatta

NOVEMBER 2017

- Tuesday 7 November - Melbourne Cup at NCYC
- Wednesday 15 November
Blasé Yacht Race - Twilight
- Saturday 18 November
Redhead to Port Stephens Race
- Sunday 19 November
Port Stephens to Newcastle Race

DECEMBER 2017

- Saturday 2 December - The Cabbage & Bird Race
- Sat/Sunday 9-10 December - Farr 40 Regatta
- Friday 15 December - Santa Sails a Laser
- Sunday 17 December - Christmas Pursuit

EVERY WEEK

- Tuesday Night Trivia - 7pm in the Marquee
- Thursday Night Members Draw [LTPS/17/16772]:
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 - Live Entertainment from 2:30pm
- Sunday Breakfast - between 8am-10.30am



Marine Rescue Newcastle
Community Organization

[Timeline](#) [About](#) [Photos](#) [Likes](#) [Videos](#)

To receive up-to-date information on weather warnings, safety tips, boating tips and more.
<https://www.facebook.com/MarineRescueNewcastle>

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
- **Licensed Club**
(02) 4940 8188 – info@ncyc.net.au
- **Marina Manager** (8am - 4pm 7 days)
0408 299 512 – dockmaster@ncyc.net.au
- **Hooked** (11.30am-3pm, 5.30pm-9pm)
(02) 4940 8188 – bookings@hookedgrill.com.au
- **Administration** (9am - 5pm 5 days)
(02) 4940 8188 – admin@ncyc.net.au
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