

# thirty two° fifty five

newcastle cruising  
yacht club journal

Ponant Sydney to Noumea Yacht Race 24

Cork Race Week 2018 34

Clipper Round the World Yacht Race 36

spring 2018





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**  
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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.

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Create your ideal event - Talk to us today! 4940 8188 [sailingacademy@NCYC.net.au](mailto:sailingacademy@NCYC.net.au)

[www.ncyc.net.au/sailing-academy](http://www.ncyc.net.au/sailing-academy)

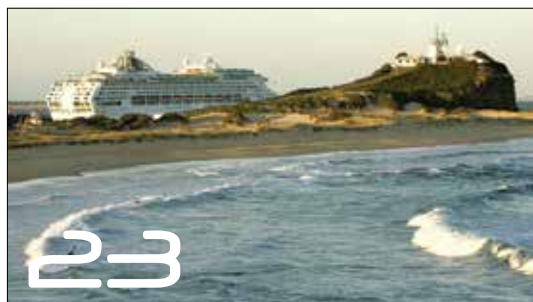
Please be aware that as sailing is an outdoor adventure activity we are governed by the wind and weather. We will do our best to ensure your sailing activities go ahead as planned however please understand that on occasion we may need to cancel, modify or offer alternate activities. Safety of your guests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



Unwind | Share | Laugh | Enjoy



Tenacity Award

Newcastle  
Cruise Terminal

Marine Rescue

**NEWCASTLE CRUISING YACHT CLUB**

Incorporating:

MARINA; LICENSED PREMISES;  
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95 Hannell Street, Wickham NSW 2293  
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www.ncyc.net.auNEWCASTLE CRUISING  
YACHT CLUBOpinions 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.**In this issue****Spring 2018 Journal****A quarterly publication****EVERY ISSUE**

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Editor: Di Hansen

Cover Photo: "Frantic"  
Ponant Sydney to Noumea Yacht Race 2018  
Photo by Andrea Francolini

## Commodore's Message



Welcome to all our readers of this, the Spring 2018 edition of the Newcastle Cruising Yacht Club Journal.

Over the last few months we have completed our Short Ocean Pointscore Winter Series, which was our last series event of our sailing calendar year and held our Sailing

Presentation Evening for the presentation of prizes and trophies for the 2017-2018 sailing year. Many thanks to Phil Ashley-Brown for being our MC on the night, Barry Kelly and Adrian Kiely for presenting the awards, to all our participants who have raced with us during the year, congratulations to all our winners, and to all of you who were able to attend and support this event.

I hope you have all enjoyed the Winter break, and I am now writing this report in anticipation of an excellent weekend of sailing at our Asahi Super Dry NSW Country Yachting Championships to kick off our 2018-2019 calendar of racing. This was a great event last year, and in addition to last years fleet, we have several entrants joining us from CYCA which should make for very competitive racing.

Just a reminder, that all boats racing in the upcoming Spring Short Ocean Pointscore Series will need a current Safety Audit, so please ensure you arrange this with the sailing office if you haven't already done so.

Our Sailing Committee are working to bring other regattas to NCYC during the upcoming sailing

calendar year and they will keep us posted as these get confirmed. You may have already heard that Newcastle City Council has submitted a proposal for Newcastle to be a stopover on the next Volvo Round the World Race that is being planned for 2021. We are all very excited about this opportunity, and our CEO, Paul O'Rourke is working with Council to ensure we are kept in the loop, should this be confirmed.

Our accounts have been closed from the last financial year and the audited reports have been posted on the club website. For those of you who have looked at our accounts or attended the AGM, you will have noticed that our position at the end of the last financial year was a significant improvement on the previous year, and for this I would like to thank our Management and Staff for their great effort, our volunteers, restaurant team (from Rockies Catering), and to you - our members for supporting the club throughout the year.

I would also like to thank our Directors, for their time and contribution, considering they are also passionate volunteers for the club.

Thank you to all those who contribute to each quarterly magazine, sharing your sailing experiences, which inspires others and makes this Journal such a good read for our sailors and members. I encourage you to continue to share your adventures which can be emailed to our magazine editor Di Hansen.



Steve Rae, Commodore

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## Rear Commodore's Report



August brings a unique time in our calendar for me. It is both a time of reflection and critical analysis. I don't mean that to sound dramatic, because it's not. We need to continually look at, and where possible measure what we are doing well and not so well. It's pretty simple

for me – to use a term from my past, “bums on seats” is a direct measure of our success. How many boats do we have on the start line for Sunday, Wednesday evenings, Lasers? What are the experiences of our trainees at the Academy and do we see those new to our sport continue to sail? I've been told that the definition of insanity is to keep doing the same thing over and over and expect a different result. This is logical, but we need to be careful about overreacting to an isolated case or just “oiling the squeaky wheels”.

Rather than guessing, the survey that a lot of you took the time to complete gave us real data to assess how we needed to proceed. This will be incremental to ensure we are getting it right. The two main things you will notice are the division of our keel boat season to more easily allow visitors to stay and sail competitively with us; and a change of our twilights from Wednesday to Friday nights. On the latter point it was a simple decision – an overwhelming majority indicated they would go from not sailing, to sailing if this simple change was made. The proof will be in the pudding, but we hold high hopes for the clubhouse after the Lasers and Twilights finish. Our Vice Commodore and CEO will be coordinating the clubhouse events with this new program in mind.

We had a great Presentation Night on 14 July. Some of our prominent women sailors were absent competing in Cork Race Week, Ireland while other club members were away completing the Clipper Round The World Race – not bad! Those present enjoyed a great night with Overall Pointscore Laser prizes going to Jeff

Robinson (OTB) and Tony Van Der Stelt (PHS). Phil Arnall's “Anger Management” won the Gun Boat trophy, Andrew Miller's “Red Dog” in PHS D2's NCYC Cup, my own “Concealed Weapon” narrowly took PHS D1's Founders Bowl, and Steve Rae's “Marta Jean” took out the Mick Eggleston Trophy for the annual IRC Pointscore.

The Noakes Sydney Gold Coast Race saw NCYC boats “Anger Management”, “She's the Culprit” and “Stampede” competing in the offshore classic. “Culprit” was our best result placing 3rd in PHS, narrowly missing 2nd (~9 mins on corrected over almost 3 days). Another success for Cyril and Tack and NCYC. Many crews are again traveling north for the regatta season in northern Queensland and we look forward to seeing their results.

Our season opening event, the Asahi NSW Country Yachting Championships starts on 25 and 26 August. There is a strong entry list already (early August) and this year we have opened entries to boats complying with our Cat 7 plus Special Regs category. This less onerous safety category does have some restrictions with respect to weather and sea state but offers an opportunity for some to go out and try it with less hassle and expense. As previously mentioned, there is an opportunity for visiting boats stay on and sail with us for the first part of Spring. Immediately following this we get into our mini offshores to help develop the experience base in our club so come and be part of it. Spring will also see the Tackers base “spring” into life again as well as the Force 24 Sailing Academy training. There are opportunities for all to learn, be it the basics, advanced, or instructional training. There are also powerboat handling courses, so something for everyone. “To young men contemplating a voyage I'd say go.” Joshua Slocum, first solo circumnavigation of the earth on “Spray” (1895-98).



Barry Kelly, Rear Commodore

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)



**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>



## Chief Executive Officer's Report



Congratulations to all the Skipper and Crew winners for the 2017-2018 Season and the Presentation night was enjoyed by all who attended.

As we head into our new sailing season, our Sailing Committee have put together a great program for the upcoming year including a new

look to the Sailing Handbook and a few changes to the twilight and yachting events to encourage more visiting competitors and other high profile visiting regattas.

Founders Day will be upon us by the time this magazine is published and I hope you were able to attend by either parading your boat and being involved in the blessing or joining us at the sail past at Honeysuckle Hotel.

Two of our members, Paul Hannan (Founding and Life Member) and Gloria Thirkell (Life Member) are currently working on the NCYC History Book. This is leading into celebrating 25 years of our Club. If members have any old images to share, please contact our office and we look forward to next year's celebrations.

The Cruising Division have a great touring and social calendar planned for Summer - anyone interested in joining will be welcomed at their monthly meetings.

The Game Fishing Club have just had another successful Sportsman's lunch which was held on the 31st August with guest speaker Michael Bridges, former Jets player. The Game Fishing Club will have their Annual General Meeting and Presentation Night on the 9th September.

We are offering new NCYC Sponsorship Packages for the 2018/2019 Sailing Season ranging from \$500 up - as well as customised packages. We continue to aim to promote yacht racing and events in Newcastle and I encourage our members who have a business they would also like to promote on the Harbour and within the club to contact me or visit our website for further information.

In conjunction with CYCA, NCYC will be hosting the Safety Of Life At Sea (SOLAS) event in November. SOLAS was established by the Cruising Yacht Club of Australia following the loss of six lives in the 1998 Sydney to Hobart Yacht Race. The Trust assisted the immediate families, provides assistance to search-and rescue organisations and foster research & training to improve procedures and equipment for use at sea. I encourage you to support this event either by attending or donating auction and raffle prizes.

The marina occupancy continues to grow and tenancy of the Commercial Centre and Level 1 of the Club is also at capacity. I am very excited about the upcoming Summer with plenty of fun boating and social activities planned.

Paul O'Rourke, CEO

## SPONSORSHIP PACKAGES FROM \$500 TO \$10,000

### PACKAGE OPTIONS

- Series
- Regatta
- Customised
- Corporate



### ALL PACKAGES RECEIVE

- Advertising and marketing opportunities
- Website and sponsor board recognition

### DEPENDANT ON THE LEVEL OF SPONSORSHIP

- Branding on club support boat opportunities
- Signage opportunities on our boats and walkways
- Naming rights of events

**CALL TO DISCUSS 4940 8188**

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\$20

2 months

Enquire today on our

- Membership Benefits
- Sailing Courses
- Corporate Sailing Packages
- Booking a Function

### Like to Join Us?

Your Introductory Membership Fee of \$20 will be credited towards your Social, Crew or General Membership Fee

## Marina & Assets Manager's Report



General beautification and aesthetics have commenced with turf and reticulation being installed at the front of the Club – ‘the grass will be greener out there’. High pressure water cleaning of the Commercial Centre and painting of the walkways and walls was undertaken. The change in

walkway colour have been well received and general feedback is positive and supportive.

Signage is a perpetual consideration. Advertising banners have been rolled out, with the theme changed monthly depending on upcoming events, activities, functions etc. We are awaiting concept design for a wrap on the walkway ramps to the marina docks. This is the ideal space to capture foot traffic and may well lead to suitable sponsorship pitch to corporate bodies, depending on feedback and how well the ‘test’ wrap is received.

Security camera installation on the marina walkways should be completed when this goes to print. Whilst there is not an obvious security problem, vessel owner should rest easy that there are cameras capturing all foot traffic over the walkway and marina gates.

The Club marquee has undergone a birthday with some new panels being installed and various upgrades to others. The pavers have also been jet blasted and the area lighting being improved. The inclusion of the greenery and potted plants have added ambiance to the area.

Level 1 at the Commercial Centre has received a freshen up with a brighter, cleaner paint. After carpets are installed, artwork and a thorough clean should have this entry area looking ship-shape.

Fuel sales have maintained and exceeded prior year sales significantly. The system is well maintained by Petrolink and the product suppliers are competitive in buy price.

Marina occupancy has been steady and certainly maintaining over the Winter months. The majority of occupants are permanent, with occupancy between 89-94% most of the time. We are hopeful that the vessel owners will take part in

A delivery ship will arrive early September with a handful of vessels offloading to clear customs and quarantine in Newcastle. These arrivals certainly identify that Newcastle is a preferred clearance port. NCYC plays host to two vessels arriving for the owner of Rivergate Marina to take deliver.

The waitlist for the V8 Supercars weekend continues to generate interest. Currently there is >20 arrivals on the waitlist for this particular weekend. Allocation cannot be guaranteed until late Oct/early November.

We’re currently undertaking an audit and updating database on vessel insurances. All boat owners have received a written request to provide updated details with a fair response to date. It is a condition of entry to the Marina that all vessels must be fully insured – this is really being tightened up with the efforts of this audit.

A new casual employee has joined the maintenance side of the Marina team to assist with the major works and keep contractor costings to a minimum. James Jack brings a wealth of maintenance knowledge and is the perfect complement to Paul Booth’s extensive wealth of knowledge and site familiarity. It is anticipated that James may take on some more training to assist the dock team when peak visitation and special events require more hands-on-deck. Sandy, the Marina Manager celebrated her 1st anniversary and will take a mini-break in September to recharge in good time for the Summer months.

Ocean Enthusiast Dominic May and his team operate coastal sightseeing, whale watching (Jun - Nov), cruise and event tours departing daily from the Honeysuckle Foreshore showcasing the breathtaking coastline of Newcastle and Lake Macquarie from a brand-new custom-built vessel.



# COASTXP

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### History of the NCYC Social Committee Tenacity Award

Images by Gloria Thirkell



Glenda Arnall with  
Founding Flag Officers: Rear  
Commodore Bruce Hansen,  
Commodore Paul Hannan

The fourth successful nominee for the Tenacity Award was Glenda Arnall aboard "Felix Ventures".

In this series of articles outlining the history of the Social Committee's Tenacity Award, we have remembered the events surrounding the successful nominations of: "Sienna", skippered by Colin Jordan (2004); "Warrain" skippered by Robin Hillery (2004) and; "Funnelweb" owned by Sibby and Ivan McFadyen (2004).

Presentation of The Tenacity Award to Glenda encompassed a number of "firsts".

- The first time the Tenacity Award winner was announced at an NCYC Presentation of Trophies and Prizes evening;
- The first NCYC Presentation evening. This was held at the Beaches Hotel in April 2005.
- The completion of our first official Sailing Season.
- An outcome of the first NCYC Lady Skipper race.
- Our first female recipient of the Tenacity Award

The Social Committee wished to acknowledge the determined tenacity exhibited by Glenda during this race held on Sunday 20th February 2005.

Having Multiple Sclerosis presented Glenda with many challenges

beyond the obvious one of strong contenders throughout the fleet.

Glenda's feat was inspirational: being able to get aboard the yacht at all; staying at the helm for the couple of hours duration of an ocean race and; to be announced winner of the event.



Felix Ventures

An outstanding accomplishment by a remarkable and tenacious lady.

To be continued in the Summer 2018 issue: Tony Purkiss, skipper of "Etosha".



**OPEN**  
7.30-11.30AM

**foredeck café**  
NEWCASTLE CRUISING YACHT CLUB



## Trivia Night

**NCYC's Trivia in the Marquee**

**EVERY TUESDAY AT 7PM  
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GALLEY RESTAURANT MEAL SPECIALS FROM 6-8PM**

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## MEET ONE OF THE TEAM Matt Stamp



I'm the Bar & Events Supervisor. Most of you already know me as I've been at NCYC since November 2016.

I was the first employee working in the bar outside of management to be offered a full time position by NCYC and I enjoy working here.

I also proposed the new 4pm-6pm \$5 drinks

Happy Hour. (you're welcome members)

### Drink recommendations from the Bar:

- 4 pines kolsch
- Josef Chromy Pinot Noir
- Giesen Sav. Blanc
- Amaretto Sour
- Espresso Martini
- The Hot Yacht Cocktail

My future with NCYC is playing an integral part in the growth and success of NCYC.

Next for me is to learn how to sail and take part in NCYC's sailing events.





- Waterfront Location with Ample Parking
- Engagement & Wedding Parties
- Business Seminars
- Christmas Functions
- Corporate Sailing Packages



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## Thursday Night Members Draw

Permit LTPS/18/26834

Up to 4 draws per night:

6.15pm, 6.30pm, 6.45pm and 7pm.

Cash prize starts at \$200 - jackpots if not won.

# ENTERTAINMENT

**SUNDAY AFTERNOONS  
LIVE MUSIC  
@  
NCYC**





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# New Year's Eve @ NCYC

## The YEARS

wise & rockin'



**3 COURSE MEAL FROM 5:30PM  
FOR 6PM SITTING TIL LATE - \$80  
INCLUDES ENTERTAINMENT**

• • •

**BAND ONLY ACCESS - \$20 - MARQUEE AREA  
NO RESERVED SEATING**

• • •

**BEER GARDEN SNACKS - 9PM-LATE  
NO RESERVED SEATING**

• • •

**ENTERTAINMENT FROM 8:30PM - LATE**



**NCYC IS NOW ACCREDITED AS  
A DISCOVER SAILING CENTRE**

## 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

## Learn to Sail Gift Vouchers





# Presentation Night 2018



Tenacity Award Neal Kibble



Red Dog PHS2 Overall



Marta Jean, IRC Overall



Phil Ashley-Brown, MC



Richard Arnall, "Gun Boat"



Phil Arnall "Anger Management"



Michael Babbage, Laser



Laser Award, Paul Beath



Jeffrey Robinson, Laser



Concealed Weapon, PHS1 Overall

## Social Highlights



1.



2.



3.



4.

1. Rev Canon, Garry Dodd, The Mission to Seafarers Newcastle and NCYC Honorary Chaplain

Image: Photograph taken at the HMAS Newcastle Official Welcome Reception aboard the ship on 2 July 2018. The function was hosted by Nuatali Nelmes Lord Mayor of Newcastle. Image credit NCC

2. NCYC Life Member Ernie Thirkell with Andrew Hall, Former NCYC Barman, aboard HMAS Newcastle. Image by Gloria Thirkell, (Life Member)

3. Long time NCYC Members Linda and Darrell Hall enjoying the courtyard area. Linda & Darrell have been consistently proactive in support of their club. Image by Gloria Thirkell (Life Member)

4. NCYC Vice Commodore/ Secretary Valda Johnston, Doug, Richard, Barry & friends.



## CONGRATULATIONS TO IAN HUMPHRIES

Ian was nominated in the NSW Sailing Award in the category of "Official of the Year" at the 2018 NSW Sailing Awards.

These awards recognise the best of the best in NSW sailing for season 2017/2018".





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**BOATING HANDBOOK**

**NGFC Annual General Meeting and Presentation Night will be held on Sunday 9 September**

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# TALK LIKE A PIRATE DAY

"Avast ye Matey."

**19 SEPTEMBER 2018**

## HOOKED WEEKNIGHT SPECIALS

<p><b>Monday</b></p> <p>\$15 Loaded Schnitzel Night &amp; Kids Eat Free*</p>	<p><b>Tuesday</b></p> <p>\$15 Pasta Night</p>
<p><b>Wednesday</b></p> <p>Worldwide Wednesdays Each Month Our Chef Will Select A Country And Create A Three Option Cuisine From That Country Of Origin</p>	
<p><b>Thursday</b></p> <p>\$20 Surf &amp; Turf Night</p>	<p><b>Friday</b></p> <p>\$12 Laser Burger Specials, Served With A Side Of Chips</p>

We Are Conveniently Located Within Newcastle Cruising Yacht Club  
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# Sailing Managers Report

## Jack Buchan, Sailing Manager

What a winter we've had! Fourteen boats on the water for what was a picturesque winter westerly in Stockton Bight featuring a flat ocean race track for a two-race day which included the Female Skipper Series. While "Red Dog's" Georgie Gruber took the win in the final race of the series, it was "Anger Management's" Tracy Hanson who took home the series win, walking away with the Tracey P Memorial Trophy for the team with series scores recorded as 2nd, 1st & 2nd.



The Winter Short Ocean Pointscore started slowly this season with two very light wind days to kick off the Pointscore. The conditions improved as the series continued through winter and ultimately Rear Commodore Barry Kelly and his "Concealed Weapon" team came out on top of PHS Division 1 and Andrew Miller and the "Red Dog" crew won PHS Division 2. In IRC, Commodore Steve Rae's "Marta Jean" was able to keep the trophy from the division rivals. It was also great to welcome some visiting competitors with us for the winter season.



In Laser Land, Eric Besuijen of Balance won the Winter Series in a tiebreaking countback with Michael Babbage racing his boat "Ruthless" off the beach, while Janease Graham also lost to Besuijen with her second place in PHS division.



As we approach the new sailing season, the Club's pre-season regatta marks the calendar as the Asahi Super Dry NSW Country Yachting Championships. Asahi Premium Beverages and our neighbours at Midcoast Boatyard & Marine have returned again this year as regatta sponsors.

We are keen to welcome Sydney based entries "Khaleesi", "Lumiere", "Nine Dragons", "Philosophers" and "St Jude" to the event among Lake Macquarie entrants "2XCESS", "Ignition", "She's the Culprit", "So Farr", "XStatic" and recently sold Sydney 40' Mako.



With twenty entries in already, will we get to thirty? Help us spread the word about this pre-season event as we build it stronger again next year!

With July and August being quieter months on the water for the Club, it is a valuable opportunity to get stuck into the annual maintenance regime for our fleet of Force 24s. the yachts come out of the water each winter for a much-needed wash and waterblast, new antifoul, and fresh polish.

Last year, all of the masts came out for a closer inspection. This year, the keels came off for closer inspection! The capable team at Midcoast Boatyard & Marine replaced the keelbolts, and re-waterproofed the joint where the keels reattach to the hulls.





With some more jobs planned for the coming months, this old fleet will continue to serve as a great asset to the Sailing Academy as we continue to introduce local Newcastle Novocastrians to our sport.



Not to be left in the cold, Wombat climbed its way out of the water for a similar treatment this winter. A wash and waterblast, new anodes, fresh antifoul and of course

fresh polish will keep "Wombat" going for another year.

A part of "Wombat's" yard period this year was installing a new anchor winch, replacing the old unreliable capstan. The chain locker has been made



deeper, and the winch relocated to a central position to drop chain directly into the locker – reducing the need for volunteers to place their hands in the chain locker to flake chain whilst the anchor is coming up. This change makes the boat safer to operate and more reliable as a start boat.



## MARINE RESCUE SMART PHONE APP

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In just a few minutes, you can Log On with Marine Rescue NSW and be on your way, knowing someone's watching out for you.

When you Log On with us, we know where you're heading and when you're due to return, so we can quickly start a search if you're not safely back when expected.

You can choose for us to track your journey so we know where to start looking in an emergency. The App is a great addition to your marine radio and EPIRB in your safety toolkit.

The *MarineRescue* App also gives you:

- Local tide, weather and sea conditions
- Your latitude/longitude position coordinates
- Boat ramp locations and popular fishing spots
- A safety checklist for before you head out
- Emergency call procedures
- Allows the skipper to create a profile of boat and contact details for search and rescue
- Minimal input is needed to log on & off when leaving port & arriving at your destination
- Information on Marine Rescue NSW



For further information go to:  
[www.marinerescuensw.com.au](http://www.marinerescuensw.com.au) or telephone: 02 4927 8237



## NEWCASTLE CRUISING YACHT CLUB



OUT  
NOW!

**Sailing Season Handbook 2018-2019  
Including Sailing Instructions**

# CYCA

## Safety of Life at Sea Trusts



## An Invitation

To All Who Travel The Ocean

Commodore Steve Rae together with CYCA SOLAS Trusts, extends an invitation to all CYCA & NCYC Members, ocean racers and guests to attend an evening with guest speaker Matt Allen, who won the 2017 Sydney to Hobart Yacht Race, in support of the CYCA Safety of Life at Sea Trusts. One of the highlights of the evening will be the Silent Auction in support of CYCA SOLAS Trusts.

DATE:	Friday 23 November 2018
TIME:	7:00PM
VENUE:	Newcastle Cruising Yacht Club, 95 Hannell St, Wickham 2293
DRESS:	Lounge Suit
COST:	\$99 pp. Includes pre-dinner drink, three course meal and standard beer and wine

The CYCA SOLAS (Safety of Life at Sea) Trust was established by the Cruising Yacht Club of Australia following the loss of six lives in the 1998 Sydney to Hobart Yacht Race.

The Trust assisted the immediate families,  
provides assistance to search-and rescue organisations and  
foster research & training to improve procedures and equipment for use at sea.



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### Australian Womens Keelboat Regatta 2018

By Kristen Anderson

Images by Brun Coccozza

The 28th annual Australian Women's Keelboat Regatta, hosted by the Royal Melbourne Yacht Squadron over the June long weekend, attracted 27 entries from around Australia and New Zealand, including a joint GSC/NCYC crew.



The crew of seven, skippered by Claire Heenan, raced former RMYs Commodore Janet Dean's Adams 10 "Jungle Juice" to an outstanding IRC Division 1 win in the 3-day, 6-race regatta, which saw mostly light breezes but, in true Melbourne fashion, finished in stiff winds gusting to 28 knots. Claire's skill and leadership brought the team together beautifully, and competitive racing was matched with much fun and camaraderie off water. The crew spanned a 60-year age gap and averaged 60kg, well and truly showing that size and age are no impediment to top-notch competitive racing.



Good tactics, slick crew work and nailing those starts, delivered champagne-worthy results, and made for extraordinarily happy sailors. The IRC win over 2nd place "Scarlett Runner" (RSYS) and 3rd place "Salamander III" (RMYs) was accompanied by a podium finish in 3rd place in the AMS division behind "Scarlett Runner" (1st) and "Spike" (FYC); and a 4th place in the EHC "Performance Division" behind "Spike", "Salamander III" and "Scarlett Runner".



The sun shone, the competition was intense and to come out on top was the icing on the cake. The crew of Claire Heenan (skipper), Justine Ella (main), Kris Anderson and Meika Wright (trimmers), Anika Goninan (strings), Sam Hickey (mast) and Karma Randall (bow) would like to thank RMYs for yet another superbly-run regatta, along with the race committee and volunteers, the fabulous competitors and very generous boat owners who lend their boats to make this regatta possible.

We hope to see you again in 2019!





## Power Boat Handling Course

Article by Jacqueline Ellis

Images by Alyson Gearing

The NCYC Sailing Academy is now authorised to conduct Australian Sailing's Powerboat courses. We have three powerboat instructors qualified at our club so we can conduct the three levels of the Powerboat Program – Start Powerboating, Powerboat Handling & Safety Boat Operator.

The benefit of this program is that we can now easily run courses for our own volunteers & members and it will be easier for other local sailing clubs to upskill their volunteers, race officials & members without them having to travel to Sydney for a course.

The powerboat courses cover both practical & theory sessions and as part of your course enrolment fee you receive a "National Powerboating Workbook" text and an Australian Sailing Powerboat Program logbook. Another benefit is that once you have successfully completed your Powerboat Handling course you are able to take your Australian Sailing issued certificate to the RMS in Newcastle and obtain your General Boat Licence without further assessment or testing.



One of our Senior Instructors, Andrew Omotosho, recently conducted a course for a couple of our Tackers instructors and a keen sailing parent (pictured). With the small tiller steer Tackers RIB, the Paul Gleeson and the twin-motor George Keegan, we have a great range of powerboats to provide a variety of experience to our students.



If you are interested in participating in a powerboat handling course, please drop us a message at

the Sailing Academy – [sailingacademy@ncyc.net.au](mailto:sailingacademy@ncyc.net.au) - we have quite a bit of flexibility when we conduct the courses. Minimum age is 12 years and we run a maximum of four participants to one instructor. At NCYC we conduct the course over 14 hours to ensure all areas are sufficiently covered. These hours can be configured over a varied number of session to suit the participant group.







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## Laser Sailing

Article by Phil Ashley-Brown

One of the great things about NCYC is that it's easy to get into sailing and starting with a Laser on a Friday night is a great way to go. The fleet has a mix of new sailors who learned the skills last season and some experienced hands who'll be competing every Friday night. Last year Tony Van Der Stelt began the season as a new comer who'd never raced the class before and he ended up taking out the PHS division (the handicap system which encourages improvement). Mind you, Tony spent more time swimming than actually sailing the boat in his first few races, but it all came together for him by the end of the summer series. Yes, bruised and battered but with a smile after every race. So no matter what your skill, it's time to dust the cobwebs off your boat and get ready for the season that begins on Friday October 12.

This year we're having our very first regatta called the Pub to Pub. On October 6 we're opening the doors to



the club and inviting all Lasers from around the region to join us for a friendly and not so serious regatta on the harbour where you can win your weight in beer!

Big congratulations to our over-all winners from last year's season Eric Besuijen for taking out the PHS and OTB for winter; Paul Beath for taking out the overall twilight series for OTB for summer and Tony Van Der Stelt for PHS.

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Friday 12 October

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## NCYC Cruising Division

By Brian Gardoll



Cruising members plan a Craft-up for Saturday 8 September, followed by the next day with Founders Day cruise sail past on 9 September. Everyone Welcome.



Image: Cruising Division Rafted Up on the Hunter River

Next Cruising Division Meeting will be held in the Club at 7pm on Thursday 6 September. Everyone is Welcome.





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### Youth Development Squad Sailing In The Interclub Challenge

Our two youth development teams travelled to the CYCA on Sunday 10th June to compete in the second round of the Interclub Challenge.

It was an exciting series of "firsts" for many of our Squad members – first time sailing on Sydney Harbour and first time sailing in an Elliott 7! The Squad was supported by coaches Tom Grimes & Jack Buchan with supporting crew members Emma Jones & NCYC Youth Performance Squad member Marcus Livingstone.

Our young crews did really well in tough, wet and at times windy conditions – both of our boats had time in the lead in several of the races – with some cracking starts! Each team posted some great finishing positions with a couple of 3rd, 4th & 5th.

The following Sunday, we were due to sail round three at the Royal Sydney Yacht Squadron however due to excessive wind this round was called off.



NCYC Teams in boat 8 and boat 7 –  
cracking start by our NCYC crews!  
Image by Jack Buchan.

On Sunday 24th June, our Youth Development Squad travelled to the Royal Prince Alfred Yacht Club to sail on the waters of Pittwater for the final round. We finally had some nice conditions for the kids and they enjoyed the racing on the Elliott 7s!!

We were able to send two teams to represent the NCYC with a little help from Coach Andrew and much appreciated assistance from Aimee Gallaway, a member of the CYCA Development Squad who sailed with one of our teams.

Squad Coach Nina Long was really pleased with how our teams sailed and how much they have improved since joining the Youth Development Program earlier in May this year - "I am proud of you all. Your enthusiasm, readiness to learn new things, questions, overall manner and your constant efforts throughout".

Congratulations to the Cruising Yacht Club of Australia who, in celebrating the 25th anniversary of their Youth Sailing Academy, took out first place overall in the Interclub Challenge event again for 2018.

Our Teams:

Boat 1 - Noah, Sam,  
Sebastian & Coach Andrew

Boat 2 - Angus, Harry,  
Christian, Griffin & Aimee.

Image by Jane Gibbs.



## JOIN US ON BOARD IN NEWCASTLE ON 18-26 SEPTEMBER 2018 VOLUNTEERS NEEDED

Sailors with disABILITIES is a charity running sailing programs for children with disabilities. The aim is to encourage people with a disability or those in difficult circumstances to believe "I can!"

We are running our Northern Campaign in Newcastle  
between 18-26 September and we are looking  
for volunteer crew to help us.

If you are interested in volunteering for one or more days on board  
our yacht specially adapted for people with disabilities,  
please contact Greg on **0402 247 747**  
or **alyson@sailorswithdisabilities.com**



## Youth Performance Squad Sailing In The Captain John Piper Regatta & The Club Marine NSW Youth Match Racing Championships

Our Youth Performance Team had their first hit out of the match racing season late July at the CYCA racing in the Captain John Piper Regatta. Some very strong open-age teams from the CYCA and the RSYS provided great competition over the two-day event.

The first weekend in August saw our Youth Performance Team line up against the top eight youth match racing teams from NSW plus a team from Victoria in the Club Marine NSW Youth Match Racing Championship.

We were very pleased to see Harry Miller, who was a member of our Youth Development Squad this year, receive the call-up to race with our Performance Team of Thomas Steenson, Marcus Livingstone, Felix Prince and James Robson; showing the progression we aim for in our Youth Keelboat Program.



NCYC Team coming into the bottom mark during Captain John Piper Regatta. Image: CYCA

Our team was sitting in 6th after the round robin having taken wins from both CYCA's Tom Grimes & Finn Tapper (who are ranked 32nd & 52nd on the World Sailing Match Race Rankings, and who went on to win & place 3rd overall respectively).

Our young team were complimented on their skilled boat handling & crew work (particularly in some strong, gusty winds on the Saturday!). There were many very close finishes against strong experienced teams! Feedback from Umpire & NCYC Member Damien Boldyrew who was officiating at the event was that our guys just need more time doing more match racing events to build up their bank of tactical knowledge & maneuvers. Our team finished in 8th place overall.

Our NCYC Youth Performance Team in their Club racing bibs at the Club Marine NSW Youth Match Racing Championship. Image: CYCA



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## Sailing Academy Instructors

Meet Emma Gearing, one of our Senior Instructors at the Sailing Academy.

Emma is a born & bred local having started sailing at age 8 on the Harbour over at Port Hunter. She began on an MG14 with mum Alyson, who is also a Sailing Academy instructor! Emma has a strong dinghy background having grown up sailing a wide variety of single & multihull boats. She is well qualified as a Tackers Instructor and Emma also holds her Keelboat Instructor qualification.

Having such a strong love of sailing; always being keen to sail on anything she could get a ride on; instructing was a natural step. "I was already pretty involved with the sailing here at NCYC, so when I got the opportunity to instruct and pass on my love for the sport as a job, I wasn't going to let the offer go!"

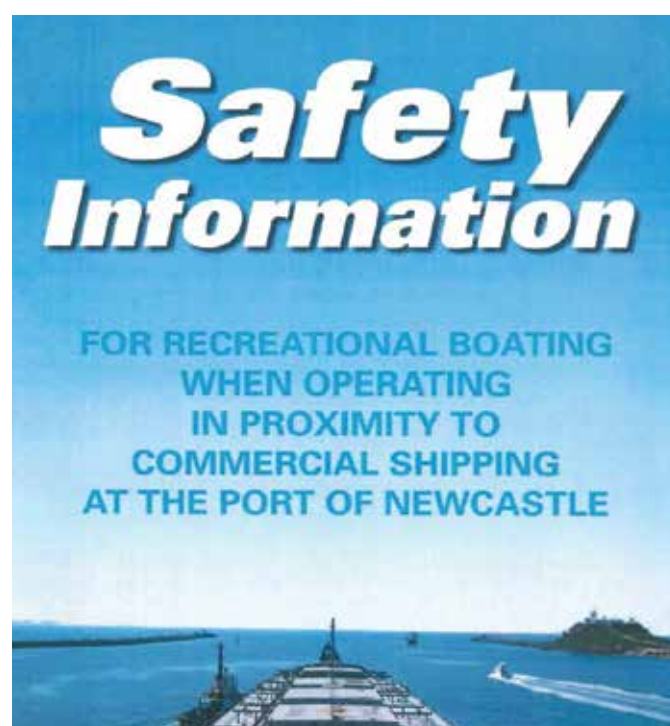


Emma in action

When not on the water with Sailing Academy students, Emma is either studying for her Bachelor of Civil Engineering degree at the University of Newcastle, playing Ultimate Frisbee or racing a Cherub out at Belmont.

When asked "what do you like about instructing?" Emma responded: "I love seeing the smiles on students faces when they're out there having some fun. Watching something click in their brain when they finally work a component out and all their knowledge comes together is also a pretty good feeling. So many students say they've been wanting to learn how to sail for years but they either never knew where to do it or never had the time; it's a pretty awesome feeling knowing you're helping them complete a goal in their life."

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## Newcastle Cruise Terminal



Port of Newcastle is upgrading port infrastructure to support the growth of cruise shipping for Newcastle and the Hunter region.

The Port of Newcastle will continue to welcome cruise ships and their passengers as the following works take place.

### **MOORING BOLLARDS UPGRADE \$800,000**

- To host larger ships carrying up to 3,900 passengers.
- Jointly funded by the NSW Government and the Australian Government.
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### **CRUISE TERMINAL DEVELOPMENT \$12.7 MILLION**

- To provide home porting facilities and position Newcastle as an international cruise destination.
- A new cruise terminal building of approximately 3,000m<sup>2</sup>.
- A dedicated car park and improved accessibility.
- Wharf in-fill enhancements.
- Funded by the NSW Government's Restart NSW Hunter Infrastructure Investment Fund.
- Due for completion in 2019.

The projects are a key part of Newcastle's revitalisation and will contribute around \$26.7 million to the local economy and an additional 76 jobs through construction and flow on effects. (Source: Hunter Research Foundation).

The Port is currently working with the NSW Government and its contractors to look at options that will deliver a fit-for-purpose facility, including whether additional funding is available. Once this is confirmed, works will commence on the site. The Port of Newcastle expects that it will be a 12 month build process

For further information visit <https://www.portofnewcastle.com.au/Projects-and-Development/>

# Ponant Sydney Nouméa Yacht Race - Frantic

Article & Images by Jeff Adams

The scheduled start of the Ponant Sydney to Noumea Yacht Race on Saturday June 2nd saw a delayed start due to howling 35 knot plus winds, driving rain and a rolling 5 metre swell. Sunday produced more favourable conditions with the swell dropping to around 3 metres and a cold but constant 20 knot plus southwest breeze to start the race at 10am.



A spectacular rainbow that arched the width of Sydney Harbour was a favourable omen for what was to be four fantastic days of racing.

Twelve crew saw rotating shifts of 4 hours on and 4 hours off (or less depending on the jobs at hand) and with radio skeds and the thunderous noise of “Frantic” ploughing through the big ocean swell there was very little time for rest even when off shift.

The first night of racing provided favourable wind angles, a consistent 15 plus knots of boat speed and a wet and wild continual bow spray. All crew were in good spirits and fired up to take on the mammoth task at hand. During the night several random gusts of 25 knots saw the Code Zero torn, repaired, relaunched in lighter breeze only to be blown to bits when the wind angle changed and strengthened once again.

Day 2 we put some serious miles behind us and after being ‘parked’ for about an hour the wind once again increased and “Frantic” reached her top speed for the race tipping 29.7 knots of boat speed. The evening of day 2 was the turning point in the race as “Frantic” took the overnight lead, with “Yeah Baby”, “Patrice” & “Smuggler” in hot pursuit.



At this point we had no idea we were actually on track for Line Honours and with the dawn of day 3 it was agreed time to buckle under even more which saw all crew step it up a notch and seriously focus on giving their all. With the wind clocking in the TP’s favour “Frantic” hit the straps, producing some awesome speeds and an exhilarating ride. At this point we were unsure of where we were actually placing until skipper Mick Martin checked the GPS and coordinates of our rivals and it soon became clear “Frantic” was in contention for Line Honours. With beaming faces all round we could almost taste victory until on the 4th morning and not far from the finish line, we spotted a kite off our starboard side. Someone yelled “it’s Patrice” and our hearts stopped until Mal who was steering at the time assured everyone it couldn’t be...he was right...it was a NZ boat called “Rantan” who was not in the race.

With the finish line within our grasp all crew stayed





on shift which provided the energy and concentration levels needed to keep the TP up and flying.

Day 4 at 12.23pm saw the elated crew of “Frantic” take Line Honours, a massive effort and achievement all round. We had raced continuously for 4 days 2 hours 23 minutes and 34 seconds smashing the previous record.

A support boat pulled up alongside and offered red wine and crusty breadsticks to our very happy crew! A delicious and fitting finale to a monumental race.





## Ponant Sydney Nouméa Yacht Race – Dare Devil

Article & Images by Sibby Ilzhöfer

Unless you work behind the scenes, it would be hard to imagine the strain and the workload getting a boat ready for 2 consecutive races across an open ocean to another country and an almost full crew changeover between races. There were times when we didn't think we would make it.

The logistics alone; taking time off work, getting the boat ready, maintenance, crew selection, stand-bys and the list goes on. We had had some issues with one of the GPS aerials dropping out in the Rolex Sydney to Hobart, which led to one of the crew disconnecting the co-ax cable that led into the independent GME GPS unit.

Time was running out fast and we knew this was a big race out of reach of rescue. There was no quick ducking into the nearest port if failures occurred. We have 3 GPS aerials at the back of the boat leading into various instruments and the big issue was, that any electrical that had been wired in previously, had not been labelled at all, the wires were a mess and we had no idea which aerial was the one playing up.

Various people had had a go at fixing it, and whilst their heart and intentions were in the right place, time pressures and needing to deliver the boat to Sydney led to an ever-growing disaster. In the end we had less equipment working than we had before we attempted repairs. But we were determined to get it all working.

When we arrived in Sydney, we engaged Olelectrics to do some analyses, and ordered all the aerials new with corresponding cables. It was too important, and we figured, that if one aerial had failed, they all had the possibility of failing as they were all the same age. Plastic is very susceptible to UV and the salt water and those conditions alone, limit the lifespan of electronic equipment.



Cody, one of the crew assisted with the wiring in. We had limited time. We started at the back and methodically worked our way through the boat. Unclipping, taking out old wiring, labelling, colour coding and tracing things to specific equipment in the back of the nav station panel, making sure that anyone coming in in the future would be able to tell exactly what belonged to what instrument.

The clock was ticking, mast and rigging had to be checked, we had to take the boat out of the water to give it a wet rub, only to find we had a crusty garden growing at the bottom of the bulb, which then had to be cleaned up, patched, filled and repainted. The rudder too needed a coat of paint; after all the rudder needs to be looked after!

Once again Noakes and team were great by allowing a team of 3 including Kim and Cody to be hands on and work together with the team at Noakes to get things done swiftly and cost effectively. We worked non-stop and got it all done in record time with the support of Noakes.

Meanwhile, every night, rosters had to be put together, crew selected and finalised, more part orders placed, water-pumps ordered, certificates issued, passports, customs documents, there appeared to be no end to it and we worked around the clock. Everything was times two – as we needed to have the Groupama New Caledonia race organised also, so that we only needed an 'after-race tidy up' following arrival.

Everything had to have a checklist and the crew worked furiously until just after 5pm on Friday afternoon before



the race to get it all done. The feeling of 'we thought we would never get here' was overwhelming. Yet we got here.

The start was amazing. Although the fleet had gone from 50 plus to 23 entries, it was still exciting. This was a race that had not been run for over 20 odd years and was across an open ocean to another country. The weather had caused a one-day delay. Fierce winds and storms and rain saw the start moved to Sunday which gave us a day off - to breathe.

And here we were; a rainy rainbow Sydney day with good winds forecast to blow us all the way to Nouméa. We did reasonably well at the start. We like to play it safe whilst still being competitive; there was no need for silly moves or collisions; it was a long race. Once we left Sydney harbour we decided to launch our A4 spinnaker and we were off.

It started off being a crazy ride. Everyone had their spinnakers up. The seas were big. The swell was on the beam. Quite a few boats rounded up multiple times, blew their spinnakers multiple times and ended up in a pickle. We were only just holding on and surfing at 18 knots. We started making our way to the front of the fleet.

But it was a short-lived ride. We too had to downsize very quickly, otherwise we would lose a spinnaker. We put a reef in the main and changed to the jibtop instead as the breeze was building offshore. It turned out we were just as fast as we had been with the spinnaker up and a full main, but flat and easy on the helm. This was good. We would be able to carry this for a long time.

We started making good speed and staying up with the first 8 or so boats. It was a long race.

We learned very quickly, that the size and direction of the swell had us feeling like a Volvo; constantly under water. There wasn't a period of more than 4 minutes without a ton of water across the deck. We had to be



diligent with the hatch, sails went down below saturated, crew were wet to the bone, and soon we had very damp living quarters. Some of the crew were marvelling about the free dermabrasions and salt water therapy. Not so funny after 4 days of constant application!

Then there was the big orange ball incident. I had been noting for a couple of hours that the boat was unusually slower than what she should have been. We couldn't put our finger on it, but we were losing ground to the other boats, yet we were diligent with the trim. The windspeed had not subsided. Something had changed.



Ash decided to go to the back to take a leak. Suddenly he commented on a very large orange ball that appeared to be attached to the boat, submerged, dragging about 20 odd meters behind the boat. One of the other crew checked it out. I briefly left the wheel. And there it was. A big horrible orange buoy dragging about 100cm below the water. There was the culprit slowing us down. This was now linked to a bright orange mess that had hit us much earlier coming across onto our beam, but assumed to have passed us. Clearly it hadn't.

We tipped the boat right over on a heel to try and bring the keel up to the surface and there it was, a bright orange acrylic rope wrapped around the bulb dragging the orange buoy. This was annoying. Not only was it slowing us down – now for several hours, but it was unnecessary rubbish that would end up strangling another dolphin or whale. I hated crab-pods and the like. And of course, get it wrapped around the prop and there goes your sail drive!

We debated on how to get rid of it. At this rate it would strip the new paint and antifoul right off the keel and bulb, and cost us the race slowing us down considerably. In my head I debated whether one of the crew could hold the boat in heeled over position with enough of the keel out of the water for me to go over the side in my harness and halyard. But the swell was over 4m and from a bad angle and the winds were 35 knots gusting to 40 knots. Not the best idea.

Eventually the solution came to me. We had to do a very slow granny jibe and slow her down enough in the eye of the turn to drop the load off the keel. I ran through the procedure with the crew, and we were ready to execute. It went well despite of the big awkward swells hitting the beam of the boat. We heeled the boat right over again. Checked the bulb. The rope was still there, the orange buoy still dragging out the back! But, good news; the mess of rope had shifted enough off the bulb that it was now right at the back of the bulb.

We decided to repeat the manoeuvre. We checked the bulb again and we had managed to lose it all, inclusive of ball. Success! Happy crew! No more peeing over the back aiming at the orange buoy! (for the boys!) The boys did decide though, that it was all worth a pee, just to double check that the culprit had gone! Someone even suggested .... Could this be sabotage?.... I doubt it. It was just more rubbish in the ocean floating aimlessly and we had managed to snag it.

The boat gained another 2.5 knots of speed, just as I had anticipated. We had lost 2.5 knots per hour over an approximate 6-hour period. This was nothing to be sneezed at and we had to make it up. Now she was off, and it wasn't long before we managed to make gains on the boats in front of us and pulled away from the boats beside and behind us. What a magnificent ride!

It was wet, wild and tiring. We had squalls, storms and at one stage we even saw a water spout in the distance. We managed to cleverly catch the edge of quite a few storms, just enough to propel us forward each time.



Keith and I had a few navigation meetings, and decisions had to be made.

The new navigation laptop was no longer charging and we had limited battery life left to make the right decisions. The humidity inside the wet boat was clearly affecting electronics such as the laptop. The decision we made was an interesting one, as we anticipated a hole just north of us which we wanted to avoid, and as a result, we went further north than some vessels, but not as far north as others, forging ahead east at the same time.

As it turns out, the prediction was spot on and we managed to avoid the hole, continuing on with a great breeze from a perfect angle the whole way. One of the boat's perfect angles. We managed constant boat speeds of 12 and 13 knots, and surfing in the 18s to 21 knots. Whilst at one stage we were 7th, we did manage to get into 5th place and maintain this all the way to the finish. This was an excellent result, and we still managed to break the race record held by "Brindabella" from years ago.

I don't think we saw a dry 5 minutes during this race. We later discovered, that a dehumidifier managed to get 50 plus litres out of the boat every day for 10 days – after the boat had already had a deep clean! One of the front stanchions had to be taken off and repaired immediately on arrival, having been broken by the amount of force and water that came over the bow.

The bowmen needed scuba equipment instead of wet weather gear we decided, as they spent more time under water than above – lucky there was not that many sail changes over the 1,100 nm race. Turns out, they were probably the only bowmen in history to love the underwater dives! Well done Cody and Pete! How we managed to keep some important things dry like the toilet paper is a mystery! Perhaps a good system, that actually works!

We bonded as a crew. It turns out we had the right crew selected for this race, with the right team spirit and endurance. We were very happy with our 5th line honours finish and had the wettest and best experience and a wild fast ride that will remain memorable for many years to come!

That's Sailing!



# Noakes Sydney to Gold Coast Yacht Race

July 2018



Congratulations to the crew on “Anger Management” who have finished the Noakes Sydney to Gold Coast 2018 Yacht Race 26th in 2 days and 18hrs.



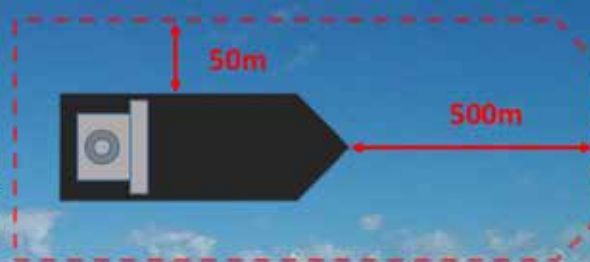
Awesome photo on the start line –“She’s the Culprit” far left with the distinctive blue hull. Photo by Andrea Francolini



“She's The Culprit” finished 3rd PHS division in the Noakes Sydney to Gold Coast race. Well done guys, and congratulations.

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

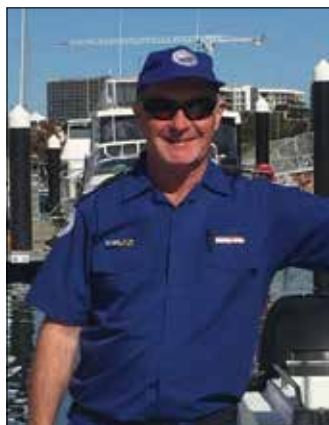




# Marine Rescue

By Terry Reynolds - Coxswain MRNSW

Hello once again from Marine Rescue New South Wales, Newcastle Unit. Quite a lot has happened at the unit, both on and off the water since I last wrote. I would like to start with the promotion of two of our boat crew and one of our radio operators. The two boat stream members were promoted last year and slipped through attempts to highlight this event. With the radio operator being promoted just a few months ago.



## PROMOTIONS & AWARDS

Our Unit Commander Ron Calman was promoted to the highest rank for boat crew, being a Master Coxswain. Ron is known far and wide throughout the Newcastle area after his many years in the NSW Police Force and many years as a part of our organisation. Readers of my articles would have noticed Ron commanding our boat for most of our 'jobs' due to his availability and dedication to the organisation. I'm hoping to do a feature on Ron in this publication if I can ever get him to tell me his life story.

Second promotion was for Rick Nevile to Leading Crew. Just like Ron, you will notice his name linked to most of the NC30 'Jobs' due to Rick's similar dedication and availability. At the time of writing Rick is



Ron Calman



Rick Nevile

not far from being promoted to Coxswain and we look forward to that happening. Both of these promotions are not an easy feat and take months and months of intense theory and practical training and components.

Radio Trainee Helen Carter was promoted to Radio Operator recently. Helen joined MR Newcastle last year and is one of many stalwarts of our radio group. Helen undertook the rigorous Radio Operator assessment, which is not for the faint hearted, and passed with flying colours.



Helen Carter with Lynette Van Homrigh seated.

Marine Rescue NSW has an award system to thank members for extended periods of service. Two members received such awards being, our Deputy Unit Commander, Ian Morrow, receiving his ten year service medal and long serving member George Pepperall received the ten year clasp to his service medal for twenty years total. Unit Commander Ron Calman presented the medals with our Regional Operations Manager, Steve Raymond present to congratulate all for their service.

As with the three promotions and Ian and George's service awards, we would like to thank all five for their ongoing dedicated service.



Ian Morrow



George Pepperall

## ON WATER EVENTS

Saturday 3rd March saw NC30, crewed by Coxswain Ian Morrow, Leading Crew Rick Nevile and trainees Stuart Lawson and Mick Quill, on the water assisting a large catamaran back to its berth after engine issues.



NC30



On the evening of Monday 2nd April NC30, crewed by M/Coxswain Ron Calman and Leading Crew Rick Neville were tasked to assist 2 people onboard a 48', \$600,000 yacht to enter Newcastle Harbour. NC30 proceeded to rendezvous with the yacht about half a nautical mile east of North Reef. NC30 took the yacht under tow and successfully towed it to Newcastle Cruising Yacht Club.

Late on Easter Monday evening NC30, with M/Coxswain Ron Calman, Leading Crew Rick Neville and Crew Lynette Van Homrigh were tasked to assist a 40' flybridge cruiser (2 pob), in transit from Port Macquarie to Central Coast, when they suffered steering issues and found themselves drifting in the area of three bulk carriers in a rough sea. Marine Rescue bases at Lake Macquarie and Terrey Hills received an urgent call for assistance by the cruiser. NC30 reached the cruiser just before midnight, taking the cruiser under tow for the long and bumpy trip to safety at the Newcastle Cruising Yacht Club. All arrived safely at NCYC at around 0400. As any boat owner would know, being at sea in rough conditions at night is not fun, add that to towing a largish cruiser adds the 'excitement'. I for one thank these three brave members for their efforts as did the two members who were onboard.



Late Night Tow. Image Newcastle Herald

Sunday 22 April saw Newcastle 30 on the water assisting a 5.2 metre runabout suffering engine failure. Skipper Ron Calman, Leading Crew Rick Neville and Crew Lyn Van Homrigh were tasked to assist the vessel approximately 6nm east of Newcastle. With a sea of about 1 metre and swell of up to 1.5 metres, NC 30 successfully tow the \$20k vessel with 3 POB safely back into the harbour. Saturday 19th May saw the



NC30 Towing Vessel

Port Stephens Search and Rescue Exercise (SAREX) undertaken between Port Stephens and Broughton Island. For operational reasons, NC30 was required to remain in its own area so Central Coast Unit assisted with supplying their vessel, CC22 with Leading Crew Mark Sheehan and Crew Darren Wright along with Newcastle's Rick Neville and Terry Reynolds. To make



MR vessels are: left is PS30, middle LT30, right LM30 and hidden behind LT30 is CC22

the event as realistic as possible this event started the day before between Marine Rescue Port Stephens and NSW Police's Marine Area Command in Balmain going through the motions of activating the process for a 'lost' vessel in the Broughton Island area. This led to calling out a number of vessels for a search of the area. Vessels taking part were the Port Stephens based 16 metre police launch, MR vessels PS30 (Port Stephens), LM30 (Lake Macquarie), LT30 (Lemon Tree Passage) and CC22. PS30 was the On Scene Coordinator to oversee the running of the event and liaison between the radio base/police and all of the vessels. To ensure the Marine Rescue vessels are kept on their toes, three 'dummies' are placed in strategic positions and with the sea state a little bumpy, made for an interesting but rewarding day on the water. These SAREX's are held annually in all zones of the state to ensure our crews are ready to assist the boating public when needed.



Just in case you were wondering if Marine Rescue Newcastle only look after the harbour and offshore rescues/assist. At 1550, 12JUL18 NC 30, with M/ Coxswain Ron Calman and crew Mick Quill, was on the water heading to Morpeth to assist a 5.5 metre cabin runabout with a flat battery. The vessel was safely tied to a tree about 1- 2 km from the Morpeth Bridge. When NC 30 was about 3km from the disabled vessel they were advised that the DV crew had been able to paddle to the boat ramp. NC 30 returned to NCYC arriving back at 2200.

## TRAINING

Training is always a big part of our organisation. The weekend of 14th and 15th July saw members undertaking Firefighting and Sea Survival courses. Both these events were held at the Cameron Park Rural Fire Service unit and we thank them for their assistance. Under the guidance of MR Newcastle Deputy Unit Commander Ian Morrow, members Steve Randell, Stuart Lawson and Michael Quill successfully passed the Firefighting course and on the Sunday, also under the watchful eye of Ian Morrow and Central Coast Units Geoff Hawes, saw Mick and Stuart, along with new members Alistair Harding and Warren Bramble successfully pass the course on Sea Survival that covers,



Cameron Park Firefighting Vehicle



Mick Quill & Stuart Lawson Firefighting

amongst other topics, flare uses and activation, operating and gaining access to the six man inflatable life raft and a 50 metre swim (fully clothed incl shoes).



Sea Survival Course

## SAFETY CHECKS

Being apart of Marine Rescue Newcastle boat crew involves more than crewing a 500hp Kevlacat on the water. It is often necessary to check various emergency type items such as first aid gear and flares. It's an ongoing task to ensure all of our mandatory safety gear is maintained for serviceability and within the various expiry dates. To help cover as many different situations as possible, NC30 carries a defibrillator, Oxyviva, fully stocked first aid kit, various types of firefighting equipment and more than our mandatory flare requirement. All crew have to hold valid senior first aid and advanced resuscitation certificates. If you have a boat, I recommend you check such gear regularly and replace when necessary. On the topic of flares, if you have out of date flares, it's best to contact RMS (Maritime) who can advise how to safely deal with these flares as they cannot be simply thrown out. All flares have a three year life span – when was the last time you checked yours?

## VOLUNTEERS

At Marine Rescue Newcastle we are always looking for new volunteers for both our radio and/or boat streams. If you feel you can contribute, please phone our Warabrook Radio Base on 4960 0263.



Three of our newest members who were inducted onto Newcastle 30 followed by a 'familiarity' run around Newcastle Harbour. Pictured are (left to right) Warren Bramble, Diane O'Brien and Dianne Hammond.

Finally and by no means least, Marine Rescue Newcastle cannot thank the Newcastle Cruising Yacht Club enough for their support of not just our rescue boat being berthed at NCYC but the support given to us throughout the year.



# BQNRE

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Borrelli Quirk Newcastle Real Estate has been established since 1961 when it began trading as Joe Borrelli Real Estate. In 1985, Joanne and Bill Quirk took over the business from Joanne's father Joe Borrelli.

Joanne Quirk (Borrelli) has been involved in the Real Estate Industry for most of her life and has been an active Real Estate Professional for 36 years, gaining her the respect of both her clients and peers alike.

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We offer our services as an alternative to being treated like a number. With our "service first" attitude we pride ourselves and are renowned for our ability to recognise the individual circumstances of each client and work towards an outcome that is best for you.

Our office utilises the most recent technology and we are constantly upgrading our systems to ensure we are up to date. Our staff are attending training courses regularly.

Our Property Maintenance Department employs licensed tradesmen who have decades of experience and have worked with BQNRE for many years, building trusted and reliable working relationships.

We have been proud members of The Real Estate Institute of NSW since 1961 and were instrumental in founding the Estate Agents Co-Operative Services in Newcastle. From the beginning our focus has been on service, outcome and reliability. With our reputation for repeat and referral business reflecting our long held values.

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Image: Stephen Oulton  
First Site Imaging P/L



## Cork Race Week 2018

By Kristen Anderson

This July SheSAILS@NCYC proudly represented our club at the biannual Cork Race Week in Ireland, and wow, what a regatta it was – with great

sailing and great ‘craic’, friends made, skills expanded and new traditions formed to bring back home!! Over five consecutive days of intense competition we raced two coastal, one harbour, two (gruelling!) olympic and three (aargh!!) windward leeward courses, leaving us physically shattered, more than a little bruised and grinning from ear to ear. We are fortunate indeed and could not be a happier bunch of sailors.

We experienced many ‘pinch me’ moments racing in these waters and enjoying the hospitality of the wonderfully welcoming Royal Cork Yacht Club. RCYC, formed in 1720, is the oldest yacht club in the world and it was humbling indeed to be in the midst of such yachting history. Crosshaven turned on the weather as well as the famed Irish hospitality and racing was, for the most part, conducted in kind conditions. This was, however, Ireland, and it was pertinent to keep that foul weather gear constantly at the ready and expect the unexpected! Whilst we may be somewhat used to variant weather conditions, racing in four-metre tides was both new and challenging. Locals use these tides well to their advantage but were also happy to share their insider knowledge. One of the owners of our yacht, competing in another division, very helpfully advised us that “sandbars are slow” (!!!!). This earned Jason a well-deserved ‘Corker of the Day’ in one of the traditions formed on this regatta. This winner of this hotly contested daily prize was crowned with special “Corker” head gear, which Jason was gracious enough to accept, much to his team-mates’ amusement.

The five days of mixed racing on our chartered Benneteau 36.7 “Altair” were testing, demanding and fabulously rewarding. Each day took us out of our comfort zone and stretched us to learn, adapt and improve. Regatta sailing is the very best way to expand both skills and confidence, and we continued the SheSAILS formula of debriefing after each day to facilitate this growth. Normally done on board over a glass of bubbles, this ‘what did we do well and what can we do better’ session, devised by our mentors Jan and Mary and implemented from our very first SheSAILS regatta at Airlie Beach several years ago, celebrates improvements, no matter how small, and brainstorm ways to avoid repeating those ever-present ‘incidents’, whilst reinforcing the lessons learned from pre-regatta training and focussing on the SheSAILS racing objectives - “learn, grow, work as a team, go hard and HAVE FUN”. Our coach, Troy Poulson, would have been very proud of our spinnaker gybes, particularly when under duress! We worked very hard on these in training and managed them, right when we really needed to (!), swimmingly. Of course, not everything went quite so swimmingly (it’s sailing right??!) but Troy would be equally proud of our ability to react quickly and get out of trouble. Yours truly on the bow managed some (really quite impressive!) tangles that got us into



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Paul O'Rourke







trouble on more than one occasion, but recovering from incidents, as a team, is one of the unique skills that regatta racing offers, and the lessons learned with every mess-up and malfunction were priceless. Of course, event photographers, whilst never seeming to capture your moments of glory, have an uncanny knack of getting a perfect snap of your more inglorious moments! Cork was no exception and, whilst we managed to have a large colour photo of Altair tousling with Jomalija in the local paper, it was sadly taken at one such moment!! I personally have tried to erase the particular moment it captured, but no doubt someone has kept the image for posterity (or perhaps for a future 'what not to do' session!!). Another learning curve of this regatta, born of racing a chartered, unfamiliar boat, (and without the assistance we have become accustomed to from our own private boat boy!) was fixing, adjusting and adapting gear and equipment on the run. Again, these are priceless skills that make us better yachties and will help us in not only future regattas but all boating endeavours.

A highlight of the regatta was a stunning start in the 'all-in' harbour race, a staggering 77 boats on one start line! Mary Holley held her nerve amongst some serious testosterone-fuelled argey-bargey to give us a blinder

of a start! Unfortunately there was a general recall and the whole thing had to be repeated (!!) but, undeterred, our second start was almost as good as our first. Jason (our boat owner of the 'sandbars are slow' fame) had advised Mary that morning to "just be ballsy" but was surprised and more than a little miffed to find himself being pushed up by us on the start. "I know I told you to aggressive girls, but I didn't want yer to be doin' it to me!!". Well done Mary – a magic moment!

Throughout the five days of racing, there were aching bodies and bruises, tears of sheer exhaustion, a recovery mission up the mast and kites in the water (yes, that photo!), but there were many, MANY of those magic moments. We LOVE those moments! And our fabulous skipper Mary brought us together so well as a team so that we did, indeed, experience those precious 'gestalt' moments when the whole becomes more important than its individual parts or, as Mary puts it, we 'swim together like fish'! Who could ask for more????

The SheSAILS@NCYC 'Corkers' are proud to have represented NCYC in this historic regatta, to start and finish every race, and to place an overall 9th in Class 2 IRC and 8th in Class 2 ECHO. We would like to thank our wonderful shore crew in Ireland, who kept us well fed and watered and ensured we got to the race track (and home) each day, our fabulous, and very patient, coach Troy who prepared us so well and our MANY well-wishers who encouraged us in this endeavour. Above all we extend our heartfelt appreciation to our generous SheSAILS@NCYC sponsors and each and every one of our fabulous supporters who contributed to our SheSAILS fundraisers and backed little old us when we embarked on this international campaign. What a long way we have come!!!!

Who sails? SheSAILS!!!!!!!!!!!!!!

And bring on the next adventure. As this edition goes to print SheSAILS are competing in Townsville in the second annual GALs Regatta. Good luck girls – go hard and HAVE FUN!!!!!!!!!!



NEWCASTLE CRUISING  
YACHT CLUB



## Clipper Round The World Leg 7, Seattle - Panama - New York (May-June 2018)

### Article by Jane Hunt

The arrival into Seattle was a busy start as Louise and I were helping with the victualling (3 tonnes of food for 21 people for six weeks) we toured the hometown of Costco's with great delight, the only problem was our sturdy PSP boat was in the dock for repairs after losing the helm by a freak wave in a storm in the North Pacific. This meant we could only load the 3 tonnes the hour before we slipped lines, which was a little stressful.

The start out from Seattle was a little miserable, cold and overcast weather. I had a case of sea sickness for a couple of days and an offshore race wouldn't be complete without spinnaker wrap. So, we fitted those events in early in the first week so we hoped the rest of the race to Panama will be drama free. I missed the family so very much but held off on the helicopter rescue for my acute homesickness. It took a good 5 days to get into the swing of the watches and the duties required and enjoying each day!

As we reached further south toward the Doldrums the winds became lighter and coming on watch at 4am, was hard most days. It really hurts, we all had sore hands, fading finger prints and all a tad bleary-eyed from hours and days of spinnaker trimming. But that is quickly forgotten when there is the first blush of sunrise on the horizon, and then boom, cue the dolphins stage left, 10s of dolphins come to join us in the idyllic cruising conditions of calm waters and light airs. The sunrises and wildlife were spectacular.

By about day 12, I was wishing I was in Panama already! The heat was becoming extreme with no breeze and I was really needing a shower. The race continued on until Day 18 which we didn't do as well as we hoped, the fleet was all so close and very light winds at the end made it a bit of a 'wind lottery' they say.



Jane and Louise

We turned around to assist Liverpool 2018 to tow them back to Panama, Nasdaq was there as well taking turns. It was a bit of a blow as we thought we were going to miss a couple of days in Panama to sightsee plus we had that Code 2 Spinnaker still yet to mend.

The heat really just made me feel awful, the crew were all helpful asking if I was ok, it was fabulous to have a great crew supporting each other whilst we all endured the sensory delights of the tropics!

The first to mention of the sensory delights is of course the sweat, there is mild sweat overnight, heavy sweating in the morning and extreme uncomfortable sweating by midday, many had heat rashes. The second sensory delight being the feeling of dissolving away, hands instantly 'pruning up' to the touch of water and our fingers slowly peeling away. Thirdly is the stench. Sweat comes with smelly old shirts that desperately need changing or washing, though, there is no desire to change because within 10 mins it's a sweaty mess again.

Panama was a completely crazy stopover, after towing Liverpool 2018 in twice and I took refuge at the beautiful Panama Central. There were plenty of great bars and restaurants, we even stumbled upon a hatted restaurant. After our rest in Panama City we were all excited to be doing the canal transit. It was an amazing day travelling through the locks rafted up alongside Liverpool 2018 and Nasdaq with a huge ship in front of us. Lago Gatón was a jungle, a beautiful jungle that I wouldn't have expected to be motoring through alongside large ships. It was really a unique experience. But not as unique as when we arrived on the other side of the canal and moored at Shelter Bay Marina. There was no accommodation left at Shelter Bay, so we had to make our way over to Colon. The taxi ride was a wild experience. The roads are all derelict after the US Base packed up and left, and the town itself was pretty much the same. But we now had clean sheets and air conditioning. There was little to do but help repair our Code 2 (half done) and check out the Casino. I'm not a betting girl but where there is only cheap beer and roulette tables to entertain you, I had to give it a go!! It



Jane



was a pleasant surprise that I actually came out ahead on my first go. Best quit now I suppose!

The first four days for me on the race from Panama to New York were quite tiring. Beating into the wind since we left Panama had made me more sea sick than when we left Seattle. But it subsided and enjoyed the sail again. I was excited that we are making our way toward New York to be reunited with my family. Oh, I missed them greatly, I'm counting down the days until they flew in. But not discounting the days I had on board as it had been an amazing experience. The dark crappy bits of sea sickness, fatigue and homesickness makes the ocean and sunsets and sunrises all the more beautiful.

We had such a great race from Panama to New York, we were well led by our Skipper Matt who made some excellent tactical decisions which meant we led the race 6 days out of 10 and won Race 11 into New York. This was certainly a highlight along with motoring in toward Manhattan and its spectacular skyline. I was super proud of myself of my achievement of sailing over 6000nm

and that my kids were able to see me on the podium with my team celebrating our win!

Would I do it again? When I stepped off the boat I said 'never again', but now writing this it has been just over a month since leaving the race. I think I'll reconsider, but not so soon. I think I'll wait until the kids have all left home first.



Jane and Louise celebrating with Crew

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NEWCASTLE CRUISING  
YACHT CLUB



**Article and Images by  
Alison Evans & Peter Middleton,  
Mission to Seafarers Chaplain**

Here at the Mission to Seafarers in Newcastle, our team of staff and volunteers aims to care for the seafarers who enter our port all year round. Our team of ship visitors take magazines on board to visit those who are unable to come ashore (often because of short turnaround times in the harbour), to provide a link to the outside world and make sure that seafarers feel that they are remembered and valued. Our bus drivers bring seafarers to the centre, take them shopping and, if time allows, take them to the Memorial Walk and Christ Church Cathedral. Our cooks and kitchen assistants lovingly prepare meals and sweets and the wider community provides support by knitting beanies and donating second-hand clothing.



While we are open 365 days of the year, since 2010 one special day has been dedicated to seafarers as a way to recognize that almost everything that we use in our daily lives has been directly or indirectly affected by sea transport. Begun by the International Maritime Organisation, the International Day of the Seafarer on 25 June is now observed by the United Nations. The purpose of the day is to give thanks to seafarers for their contribution to the world economy and the civil society; and for the risks and personal costs they bear while on their jobs.

Here in Newcastle, the Port Welfare Committee celebrated the International Day of the Seafarer with a stand on Queens Wharf, meeting members of the public and highlighting the work that seafarers do. Our drivers took seafarers down to the Wharf and Father Garry spoke to them about the seafaring way of life, its loneliness and challenges. Why not find out more by checking out our Mission to Seafarers Newcastle Facebook page.

The annual Sea Sunday and Blessing of the Port celebration took place at Christ Church Cathedral on



22 July 2018. Representatives from the Port of Newcastle, Port Waratah Coal Services, Newcastle Coal Infrastructure Group, Port Authority New South Wales, Shipping Agents, the Port Welfare Committee and the Sea Cadets joined the Very

Reverend Katherine Bowyer (Dean of Newcastle) and the Right Reverend Dr Peter Stuart, Dean of Newcastle in leading the celebration.

A wreath was presented by the Sea Cadets in honour of departed seafarers and a blessing was given by Father Garry on all those who go down to the sea in ships and occupy their business in great waters and also on the Port of Newcastle and its personnel in all their doings, afloat and ashore. Symbols of the nautical profession - a line, a sextant, a compass, and the Port of Newcastle Memorial - were brought forward by the Sea Cadets. A representative collection of beanies, knitted by members of Anglican and Catholic parishes and by people from the wider community as gifts for seafarers, was brought forward to be blessed in recognition of this important ministry of our churches, and of the high value placed upon the beanies by the seafarers themselves.

Although we've highlighted two special days in the seafaring calendar, every day at the Mission to Seafarers is a special one, as we welcome seafarers ashore, help them connect with their families overseas and offer them a 'home away from home'.





## Coming Events...

### SEPTEMBER 2018

- Saturday 8 September - Cruising Division Raft-up
- Sunday 9 September - Founders Day Blessing of the Fleet/Spring SOP
- Sunday 16 September - Spring SOP
- 18-26 September - Sailors With DisAbilities
- Wednesday 19 September - Talk Like A Pirate
- Sunday 23 September - Female Skipper Series. Spring SOP

### OCTOBER 2018

- Saturday 6 October - Lasers Pub to Pub
- Sunday 7 October - Spring SOP (Daylight Savings Begins)
- Friday 12 October - Laser Twilight Series & Club Marine Twilight Series
- Saturday 13 October - Discover Sailing Day
- Sunday 14 October - Spring SOP
- Friday 19 October - Twilight Series (Yachts & Lasers)
- Sunday 21 October - ICOM Ocean Pointscore - Anna Bay
- Sunday 28 October - ICOM Ocean Pointscore - Moon Island

### NOVEMBER 2018

- Friday 2 November - Twilight Series (Yachts & Lasers)
- Saturday 3 November - ICOM Ocean Pointscore - Newcastle to Port Stephens
- Sunday 4 November - ICOM Ocean Pointscore - Port Stephens to Newcastle
- Tuesday 6 November - Melbourne Cup @ NCYC
- Friday 9 November - Twilight Series (Yachts & Lasers)
- Saturday 10 November - She Sails Open Regatta
- Sunday 11 November - Spring SOP
- Friday 16 November - Club Marine Twilight Series - BLASÉ RACE
- Friday 16 November - Laser Twilight Series
- Saturday 17 November - Lion Island Race
- Friday 23 November - SOLAS Dinner Event
- Friday 23 November - Twilight Series (Yachts & Lasers)
- Sunday 25 November - Spring SOP
- Friday 30 November - Twilight Series (Yachts & Lasers)

## Every Week

- Tuesday Night Trivia - 7pm in the Marquee
- Thursday Night Members Draw [LTPS/18/26834]: 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
- Friday Night Happy Hours - 4pm to 6pm
- Sunday Afternoon Entertainment from 2:30pm
- Sunday Breakfast - between 8am-10.30am

## 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

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