

thirty two° fifty five

newcastle cruising
yacht club journal

sailing the south east wind 19

sydney gold coast
yacht race wrap 23

tecla tall ship voyage 25

summer 2013

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Full directory: p 31 of this edition.

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

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



NEWCASTLE CRUISING
YACHT CLUB

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Summer 2013 journal

A quarterly publication

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Editor: Di Hansen

Sub-Editor: Jan Howard & Gloria Thirkell

Cover Photo: EnviroPacific Inner Spring Regatta Southern Excellence
By Mike Eggleston

NCYC Member's Discounts & Benefits

NCYC Members' Club & Fuel Discounts

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



NCYC Members' Benefits

Auto Advantage	For any NCYC member who purchases a vehicle through Auto Advantage, Auto Advantage will pay for that member's next NCYC annual membership subscription
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Phone: 1300 653 119
www.autoadvantage.com.au



NCYC Members' Non-Club Discounts

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



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



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



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



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

Commodore's Message



The spring and summer sailing season is in full swing at the Club with a full calendar of racing underway. Whilst our keelboat fleet has not grown significantly, it is very pleasing to see the participation in laser sailing on Friday evenings.

The provision of facilities for laser sailors has provided a good roll-up on Friday evenings and

some good competition amongst sailors of all ages. More about that in this edition. We are gearing up to host the Audi IRC Australian Championships over Easter in 2014. This promises to be a great event for the Club and Newcastle. Members may be asked to assist in providing support in a volunteer capacity and / or by relocating marina berths for the duration of the event and I am sure all club members will get behind this prestigious event which our Club is excited to host. Whilst on matters sailing, I would like to congratulate Murray James on winning the NSW Match Racing Championships and CEO Richard Howards' recent victory in the McConaghy 38 Australian Championships. These are both commendable sailing achievements by NCYC sailors. With Boxing Day coming, I would also like on your behalf, to offer best wishes and safe passage to our participants in this year's Sydney to Hobart race; *One for the Road, Frantic* and *She's the Culprit*.

As our Club grows, and especially during the summer months, we have pressure on our parking facilities. Our limited space also serves our tenants and their customers and I ask members to be mindful of the designated tenant parking spaces during business hours. Our tenants are an important part of the Club family and the car spots designated for their use during business hours should be respected.

Our CEO has written an article in this issue on yacht safety especially relating to our requirement not to impede on commercial shipping. Not only is this an important safety issue, it is fundamental to the Club retaining its Aquatic Licence to conduct events in and around our wonderful Harbour.

The Club is gearing up for a busy festive season and has a number of activities for members over this time. I look forward to seeing you at the Club and wish all members a safe and happy holiday period and a prosperous New Year.

I would like to especially thank at this time, our hard working staff across all areas of the Club. We are indeed fortunate to have such a quality team.



Phil Arnall, Commodore



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Chief Executive Officer's Report



Welcome to the Summer edition of NCYC's journal, thirty-two fifty-five.

As you may have observed there has been plenty of action around the Club over the past couple of months including fuel tanks being replaced, all weather sail shades installed in NCYC's courtyard area and a new dinghy launching pontoon installed on A Arm as well as

a wider gangway. In addition, NCYC has invested in two new 115 horsepower Yamaha engines for *George Keegan* and focused on improving the visual amenity of the precinct with resources deployed on a number of gardening projects and the recent installation of some flagpoles. The last couple of months has definitely been busy on the infrastructure front!



George Keegan on his way to get two new 115hp Yamaha engines.
Image by Richard Arnall

I am delighted to have seen NCYC's burgeoning Laser fleet go from strength to strength so far this season with numbers continuing to grow. This form of sailing brings a new sailing dimension to the Club and has attracted a crowd of on-lookers most Friday evenings. The enthusiasm shown by these sailors is rewarding and hopefully now with improved launching facilities, the fleet will continue to go from strength to strength.

I have discussed more thoroughly in a separate article, the absolute necessity for NCYC boat owners to stay clear of commercial shipping. All boat owner must give this important issue, serious consideration.

The issue has been brought to the forefront of NCYC's focus as a result of a number of navigational incidents involving commercial vessels and recreational boats. Over recent months there have been a number of incidents within the Harbour and in the zone outside from where ships approach.

I implore all boat owners to fully understand their navigation obligations, the club is taking this matter very seriously and requests all members' utmost vigilance when navigating in the vicinity of shipping in the Harbour.

The months of December and January are generally the largest in the Club's trading calendar with Christmas parties and warm weather festivities. NCYC will also be hosting its regular events such as the NCYC Christmas Party, Sydney Hobart start and coverage throughout the race and New Year's Eve. NCYC's Jazz in January will also hopefully attract a crowd.

You may also be interested to know that in a further commitment to building strong relationships with other sailing clubs, NCYC has been asked to supply our Steber 36 '*Wombat*' as a start boat for this year's Rolex Sydney Hobart. This is both an honour and investment as our offer to assist may be reciprocated by the CYCA in the future. Watch out for *Wombat* on TV on Boxing Day!

For all members, who are racing, cruising, fishing or just boating locally, the team at NCYC and I wish you a safe, enjoyable and relaxing Christmas period.

Richard Howard, Chief Executive Officer

CREWING @NCYC



Are you looking for additional crew?
Newcastle Cruising Yacht Club's (NCYC) Sailing Secretary maintains a list of potential crew with varying degrees of experience for Wednesday afternoon and Sunday sailing. Please contact NCYC's Sailing Secretary, Dianne Fitzgerald, for a list of potential crew.

How do I start sailing?

Whether you are new to sailing or an experienced sailor, NCYC may be able to assist you to find your next crewing opportunity. Please contact NCYC's Sailing Secretary, Dianne Fitzgerald, at sailing@ncyc.net.au to have your name placed on the NCYC crewing register. Alternatively, often the best way to find a crew position is to turn up on race days (Wednesdays and Sundays) approximately 2 hours before the start and approach skippers in the Club or ask at the bar who has crewing positions open. History suggests that you will generally get a ride!

Crewing in longer offshore races...

For more experienced sailors the opportunity exists to compete in NCYC's overnight distance races or crew on an NCYC yacht that competes in other longer distance offshore races such as the Pittwater to Coffs Harbour Race or Sydney Hobart Yacht Race. The best way to explore these sailing opportunities is to ask around at the Club and talk to skippers that regularly compete in these races about crewing opportunities on their yachts. Obtaining your Sea Safety Survival Course (SSSC), Senior First Aid Course and/or Radio Operators Course may assist you in getting a crewing spot in these longer races.

Contact details...

For more information please call:

Dianne Fitzgerald
NCYC Sailing Secretary
sailing@ncyc.net.au • Phone: 02 4940 8188



STAFF PROFILE Clair McQueeney



Claire began working at NCYC in August. She is currently finishing her 2nd year of a 3 year Bachelor of Environmental Science and Management course at the University of Newcastle, majoring in Earth Systems. Claire loves to travel, having been to various international destinations, a highlight being the 3 months she spent volunteering in rural Kenya, as well as her recent trip to the U.K and Europe.

Thursday Night Members Draw

Permit LTPS/13/08138

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

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

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ON THE BRIDGE with Paul McGrath

Problem: In both sailing and bridge you can be forced off course by canny opponents. In the following problem your highly competitive opponents have pushed you, South, into the unusual contract of 4C – not high enough to score the game bonus but too high for comfort. West leads the diamond ace followed by the king. Then he switches to a spade. You win and draw two rounds of trumps with the ace and king. West shows out on the second round of trumps. That means you now have three losers (you have lost two diamonds and must also lose a trump). The problem is how to avoid a heart loser. Having forced you into these troubled waters your opponents will hope that you misread the conditions and drift off into the never never. What skilful tack will you take to avoid the wild blue yonder and ensure a safe passage home?

NORTH

♠ K83
♥ KT92
♦ 93
♣ AK43

SOUTH

♠ AQ7
♥ AJ7
♦ 76
♣ T9876

Solution: page 24

Gloria Thirkell, Life Member



Gloria has been a member of NCYC since 1994 and at the 2007 AGM was awarded Life Membership.

Gloria has seen the Club grow from its early years and has volunteered in key roles and many 'behind the scenes' activities such as acquiring sailing sponsorship,

establishing Founders Day, donating trophies and contributing to the successful Club we see today.

Gloria is NCYC's inaugural editor for the NCYC "thirty-two° fifty-five" journal. Gloria has worked on the journal from 2009 to 2013 and has conducted many interviews over the years to bring fantastic articles and information to members.

Gloria was both the inaugural Social Committee Secretary & inaugural Sailing Secretary from 2004 to 2007. Gloria was one of three original Race Officers and was the inaugural Handicapper from 2004 to 2006.

Gloria's personal sailing concentrated on coastal cruising with her husband Ernie while they lived aboard their catamaran *Tracey P III*. This vessel became NCYC's first "Sailing Office" from which skipper meetings, pre-race briefings and registrations were held.

Over the years, Gloria has invested many volunteer hours at NCYC and for this the Club is most grateful.

Thank You Gloria!

Fuel Tank Replacement Project Finalised (FTRP) By Richard Howard

Thank you for everyone's patience during the Club's Fuel Tank Replacement Project (FTRP).

Following excavation and removal of the old tank, the contractors decided that shoring was the most appropriate method of soil retention while excavating deeper in preparation for a new tank installation. At one stage during the project, members may have thought a Club lap pool was being installed rather than new fuel tanks. The contractors faced significant challenges as a result of the relative closeness of the water table to the surface!

The hole was finally prepared for delivery and installation of a new double-banded fibreglass reinforced tank which was anchored into the ground to prevent it floating when changes in the water table levels occur.

The remaining void was then in-filled and a new concrete car park decking was constructed on top of the tank.

As part of the development consent granted by NCC for the FTRP, NCYC had to carry out environmental testing of the soil surrounding the old tank. Analysis of the soil indicated no acid and minimal contaminants in the soil. This is a really pleasing result for all involved in the project.



The soil that was removed from the hole was classified as 'clean fill' and was removed from site for use elsewhere. The new tank is housed in a predominantly gravel tomb.

The area directly above the tank was fenced for some time and we appreciated the patience & co-operation of members.

Now that the FTRP is completed, NCYC is once again able to provide high quality diesel and premium unleaded petrol to NCYC members and the broader boating community in full compliance with best practice environmental controls in place. We look forward to seeing you at the bowser!!



Images supplied by Richard Howard



15 December
NCYC Christmas Party
With Santa arriving
at 2pm



*Join NCYC
in celebrating
the New Year
with live music & a
relaxing atmosphere*



AUSTRALIA DAY



Celebrate
@NCYC

NEW GALLEY SUMMER MENU

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\$13 RUMP STEAK
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WITH CHIPS AND SALAD

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\$3 DIANNE

\$8 SEAFOOD SAUCE

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The season opened with Founders Day on 8th September. NCYC's Honorary Chaplains, Rev. Garry Dodd and Fr. George Anthicad from the Mission to Seafarers blessed the fleet in their inimitable style. The official guests of the day included the Lord Mayor, Jeff McCloy, State Member of Parliament, Tim Owen and Monty Hughes, Assistant Harbour Master to Newcastle Port. The NCYC Club was represented by Jim Holley our Vice Commodore. After the official opening, the Spring Offshore Point Score Series commenced.

The season is currently very much underway. Our new Offshore Point Score is proving to be a success with the addition within the Lion Island and Cabbage Tree series of a race to and from Sydney and the two shorter 30 mile races known as the Dudley Race and the Sygna Race included in this year's Ocean Pointscore. Whilst the calendar appears to be crowded, it does provide a race for everyone from the Division 2 regular Sunday racer to boats that are preparing for Pittwater to Coffs Harbour and the Sydney to Hobart races.

An exciting development in sailing this season, is the ever-increasing and enthusiastic Laser fleet.

The new pontoon and walkway are now in place. It can only be expected that with these new facilities that the Laser fleet will grow further. Hopefully other one design



yachts and dinghies will also take advantage of our new facilities.

The regular Sunday Spring Short Ocean Point Score is well underway. We are currently averaging 8 to 10 boats every Sunday which is pleasing. Our first COPS event to Port Stephens on 19th and 20th of October was a successful sailing event with a total of 18-boats competing. The COP's series is a combined series between our Club and our neighbouring Lake Macquarie Yacht Club. We were welcomed at Soldiers Point by the very hospitable Corlette Sailing Club. Visits to this club are a highlight on our calendar.

Yet again on Boxing Day, the Club will be well represented in this year's Rolex Sydney Hobart yacht race. We have three boats associated with the Club entered into this race: *Frantic*, *She's the Culprit* and *One for the Road*. It is pleasing that the club with a relatively small fleet manages to have such a presence in this iconic race. *Anger Management* will be representing the Club in the Pittwater to Coffs Harbour race in January.

NCYC extends an invitation to all members to attend the AUDI IRC Australian Championship 2014 during the period 17 April to 20 April. Visit NCYC's website; www.ncyc.net.au to download a copy of the Notice of Race, to view current entries, as well as accommodation & information on Newcastle. It will be an exciting time for our Club to hold such a prestigious event.



Kym Butler, Rear Commodore

AUDI IRC AUSTRALIAN CHAMPIONSHIP 2014

Vorsprung durch Technik

Newcastle Cruising Yacht Club
Thursday 17 April – Sunday 20 April 2014
www.irc.yachting.org.au

Social Highlights

Founders Day Celebration

The Founders Day Celebration held on Sunday 8 September in front of the Newcastle Cruising Yacht Club. The Rev Gary Dodd and Fr George Anthicad blessed the NCYC Boat Parade, which included dressed up boats and crew, fishing trawlers and racing yachts at the NCYC.

Vice Commodore, Jim Holley welcomed Newcastle Lord Mayor Geoff McCloy, Member for Newcastle, Tim Owen and Harbour Master, Peter Dwyer to the annual celebration.

The Cock of the Harbour Race start line was in front of Scratchleys Restaurant and all agreed that the day was a huge success. It was the first time that the Parade and Blessing were held in front of the Yacht Club.

The day wasn't complete until the winners were announced at the After Race Gathering. The Cock of the Harbour 2013 was *Kiwi*; The Best Dressed Boat was awarded to *Aurora*; The Best Dressed Crew went to *Marta Jean* whose crew dressed in the theme of Spring.



1.



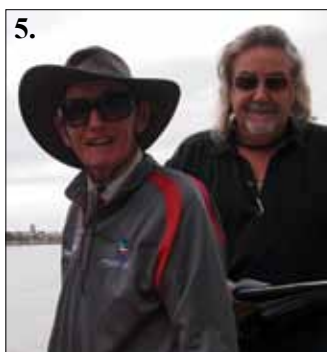
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3.



4.



5.



6.

1. 'Marta Jean', Best dressed crew winners. 2. Race Winners: 'Warrain' - Robin Hillery & 'Anger Management' - Richard Arnall. 3. 'Aurora' Best Dressed Boat Winner. 4. Trawler Winner 'Kiwi'. 5. Race Officials; Ted De La Garde & Mark Richards. 6. Best Dressed Winners; Mary Holley & Steve Rae - All images by Gloria Thirkell.



Left to right: Jeff McCloy (Lord Mayor), Jeff's daughter, Tim Owen (State Member of Parliament), (NPC), Mary Holley (NCYC Sailing Committee), Gillian Lobb (personal secretary to the Lord Mayor), Gloria Thirkell (NCYC Life Member), Tony Lobb (NCYC Director), Paul Hannan (NCYC Life Member and Founding Commodore). - Image by Sarah Burgess.

Social Highlights

Images by Di Hansen



Melbourne Cup 2013



Smokin' Horns and Joel Proctor provided entertainment for race day.



Right: Best Dressed Winners;
Lyn Kilby & Eddie Edwards



Maree Eggleston, Anne Allen, Gloria & Ernie Thirkell,
Howard Keegan & Mike Eggleston

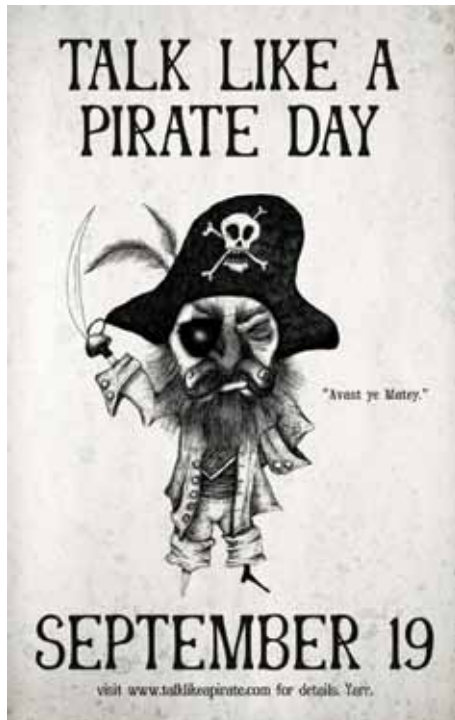


Members & guests enjoying the Melbourne Cup atmosphere.



Social Highlights

Images by Gloria Thirkell



"Arrrr you call that a parrot?" - no parrots were harmed during pirate day



"We be having Petticoat Power me hearty!"



"Hand over your loot or I'll av your guts for garters"



"Arrrr if you can't jig, you'll be walk'n the plank"



"Shiver me timbers, it's a pint sized Pirate" - Romeo

Sea Safety & Survival Course

By Richard Howard

NCYC members Anthony Paterson, John Searl, Bill Holley, Tristian Hough and Peter Ryan, non-member Paul Morrish and NCYC CEO Richard Howard, attended a SSSC with Chris Griffiths of "Master Class" on Saturday 16 November.

The course involved brushing up on sea safety and survival equipment including the use of PFDs and life rafts. The Yachting Australia sanctioned course is a must for offshore yachties and cruisers alike, both power and sail. Processes such as inflating PFDs, upturning flipped life rafts, using PLBs and flares were discussed and practised. While hopefully such processes never have to be used, understanding such techniques is invaluable should an emergency situation arise on the ocean.



Images by Chris Griffiths of Master Class: Bill Holley, John Searl, Richard Howard, Anthony Paterson, Paul Morrish, Tristian Hough and Peter Ryan.

The Yachting Australia Safety and Sea Survival Course was developed following the fatalities in the 1998 Sydney to Hobart Race. This course is an essential learning forum for anyone who ever takes to the sea in a sail or motor vessel. The intensive two day course aims to deliver up-to-date information and current techniques in an interactive environment. The course includes practical drills where candidates will become familiar with the deployment and use of life rafts and lifejackets in a pool, plus a flare deployment practice. The certificate awarded meets the eligibility requirements of section 6.01 of the ISAF Offshore Special Regulations for Category 0, 1 and some Category 2 offshore races. The courses are not just for racing sailors every person in a boat will benefit from this course.

Safety & Sea Survival Courses are conducted by specialist instructors at Yachting Australia Accredited Centres throughout Australia. Master Class is your local accredited Training Centre and courses are presented by your NCYC Member, Chris Griffiths.

Contact details - 0418 442755 or Email: Sea.G@bigpond.com or website: www.masterclass-sailing.com

Category: "Maritime"

All NCYC members are invited to submit an image for the Autumn 2014 competition.

Conditions of Entry:

- Photographer must be a current member of NCYC.
- One high resolution entry per person per issue.
- Send electronic format to: info@ncyc.net.au.
- Deadline for entries: Monday 3 February 2014

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

Highly Commended:

1 - Mike Eggleston 2 - John Curnow 3 - Jeff Dawson



Winner.

The Mission to Seafarers

Article by Rick McCosker

Photos by Rev. Garry Dodd

2013... where has it gone!!! Our major goal for this year was to relocate and extend our Mission facilities to the much larger area downstairs.

For a few months our Centre teemed with tradies, transforming the whole bottom floor into a magnificent service area for the visiting seafarers. The whole ceiling has been replaced, new lighting fitted throughout, the beautiful woodwork flooring has been restored and a larger shop created. Most of the area has been re-painted and the chapel renovated with new seating replacing the old pews. The computer system has been upgraded and a second pool table has been generously donated for the games room. The "new" Centre was officially blessed by Bishop William Wright during a well-attended function in July.

All this has been done to provide a more spacious, welcoming and comfortable "home" for the visiting seafarers who get little time off their vessel during the nine to ten month of their contracts.



Upgraded service area for visiting seafarers

To achieve this outcome we have been blessed with various grants that have helped fund this huge make-over, made necessary by the increasing numbers of visiting seafarers every month.

In September we were again supported by NCYC in a Trivia night – an event enjoyed by all, especially year 12 student, Matt, who won the major raffle prize of a tug cruise on the harbour. Our thanks to Gary Buckland from Svitzer who donated this prize, and to trivia-master Josh.

In March our senior Chaplain, Garry Dodd went to sea to experience first-hand life on board a cargo vessel sailing from Melbourne to New Guinea. He was confronted with many challenges – communication with the Chinese crew, no contact with the outside world, cramped living quarters and sea-sickness to name a few. This experience underlines the importance of the opportunity our volunteers provide, in helping at least some seafarers enjoy their time ashore.

Our ship visiting team continues to spend some time with ship captains and seafarers who cannot come ashore because of the limited time in port. In addition, we have been able to provide some church services both on-board and ashore, for those seafarers seeking spiritual comfort.



Filipino seafarer with volunteer, Mr Cedric Marrett

The Mission was thrown into massive support and care for dozens of Philipino Seafarers who were finding out about Typhoon Yolanda/Haiyan. A church service was held at the Mission for some of them and phone cards were donated to the men so they could contact home. We also provided 'Missing Person' forms for the men to fax off to the Red Cross when they were unable to contact any relative and were concerned for their loved ones. For several days these seafarers were coming into the centre, learning for the first time about the tragedy. Our attempts to listen and care for these worried men, is just another aspect of what we do.

Although much has been achieved at the centre this year, we need to even further improve our Mission and any financial or volunteering support is always welcome.

As Christmas is quickly approaching, we thank members for your continued interest and support in our work. The Chaplains and volunteer team wish everyone a happy and safe Christmas and New Year.



Newcastle Game Fishing Club

By Scott Morris

We have been busy preparing for the upcoming Game Fishing Season. Our membership base is climbing and we expect it to explode as the season fast approaches. We are having our inaugural AGM on Tuesday 3rd December 6.30pm at The Newcastle Cruising Yacht Club. Get your member nominations in beforehand so you can attend the first AGM ! We are extremely pleased with the number of foundation members who have showed their support and joined NGFC. We are currently still taking foundation memberships, however they are limited! Visit our website at www.ngfc.com.au for details and registration forms.

On the fishing front it has been a little patchy, with some good water eddies passing us and heading a little south, but our turn will come shortly. We are keeping our eye on some 22 – 24 degree water moving down from the north which I believe will hold the pelagics we are after including Marlin, Spearfish, Mahi Mahi, etc. Meanwhile there have been a few Yellowfin Tuna and Albacore caught near Newcastle Canyons and the Southern Canyons with some big Tiger and Mako sharks lurking as well. There have also been some sightings of Blue and Striped Marlin, so make sure you have registered with NGFC, get out there and try your luck!

I would also like to take this opportunity to give special thanks to the board members of NCYC, Richard Howard, Di Hansen, Leanne Wagner and all the staff at NCYC for all their help and support to create a Game Fishing Club we can all be proud of !



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



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



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Gill Hats \$25



* Sale ends 31 December 2013

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web: www.masterclass-sailing.com

I bought "Aktio" in Greece & sailed her home - part 4

By Steve Girdham

Galapagos for Marquesaes (French Polynesia)

This trip took five weeks in which time the only vessels I saw until two weeks out were a Chinese Freighter and four WARC (World Atlantic Crossing) boats. During this period depression set in. I started hallucinating. I saw boats that weren't there. I asked questions in my mind then answered them out loud. I was also less conscientious than usual. For example, I had a hot shower on the transom and didn't turn the tap off properly. Later I heard the pump running and found the tank empty! The 150litres of fresh water taken aboard when leaving Galapagos was gone!

Upon arrival in Nuka Hiva, the capital of French Polynesia, you see the gendarme who is available only between the hours of 11 am and 3pm. I believe that the customs officials are cycled through French Polynesia on a 3 month rotation before going back home. I climbed the ladder to the wharf and nearly fell over from being at sea for so long (and from shock when I found out that there were no charges). Everywhere else I had been, there were costs, with Tahiti in particular costing a fortune. As with other ports it took a 3k to 4 k walk to get my land legs back!

Marine growth on the boat hull below the waterline was unbelievable after weeks of "goose winging". I had spent three weeks on the one tack resulting in Goose Barnacles as thick as grass. From about a metre down there was also a thick crop of "blackfish weed" with no growth on the starboard side. I spent four hours on a scuba tank scraping every inch below the water line and did a repeat performance on "Forever Free" four days later when they got in.

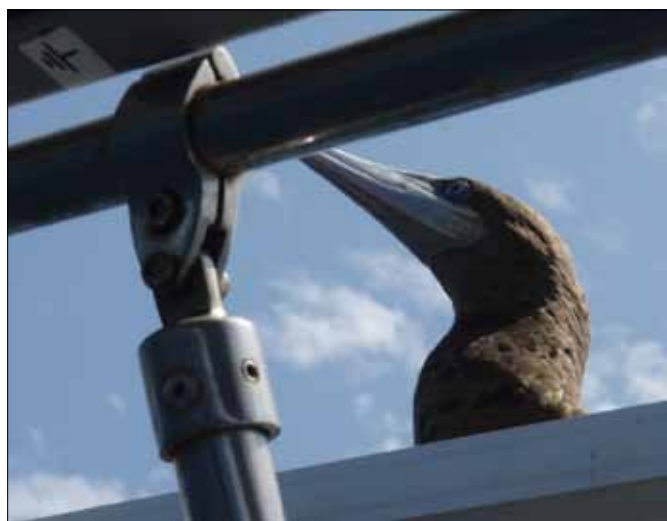
The routine for refueling here was to anchor out and then back the boat in to tie the stern off at the wharf. When pulling my anchor up after refueling, it got stuck and I had to ask a bloke in a passing RIB for help. I was delighted to find he was another Australian. As you would imagine, I offered him a beer and he suggested we visit his boat to do the honours.

I was more than impressed to have a beer on the vessel he pointed out! My rescuer was skipper on a 98' motor sailor which had just had \$1.6 million spent doing it up. I was told it takes \$22,000 to refuel and to allow the trip to Panama without stopping there were an additional two 1,000 litre fuel pods strapped one to each side! I thought the skipper to be very trusting as he said he had to use his own card for the purchase.

From Nuka Hiva we sailed around a corner to the next village to get fresh water from a stream. At about 2pm, almost happy hour, we entered the sunken volcanic

crater known as Danial Bay. We were greeted by the spectacular display of an approximately two metre long Mako shark jumping and spinning before it crashed back into the water.

I had an unbelievable experience with a Brown Boobie during this passage. This bird which I named "Wilson" followed when we left Galapagos and each evening about 4pm it would circle "Aktio", but couldn't land because of the aerals. I would radio "Forever Free" with the message: "Wilson can't land - Heading your way." Wilson invariably proceeded to board "FF" for free accommodation for the night. Each morning I would get a radio call from "Forever Free" saying: "Wilson's left the docking area". I would go on deck for the formal greeting: a circuit of "Aktio" before the Boobie flew off fishing for the day.



Galapagos local, the Brown Boobie "Wilson"

Wilson accompanied us for the entire 1200 mile trip from Nuka Hiva to Sawaru where there is a big Boobie colony. Wilson followed with another bird for another two days but went back to the colony at night. On the last day both birds spent 5 minutes trying to land on the radar. When they couldn't manage that, they landed in front of the boat a couple of times, waited till it passed then repeated the procedure. Eventually they circled both boats a couple of times before flying off. I like to believe Wilson was bidding us farewell.

French Polynesia to Sawaru

Sawaru is normally uninhabited except from November to March each year when there are two rangers stationed there. The lagoon is seven miles long with an incredible up-swell at the entrance where quite a few vessels have sunk over the years. I dropped anchor in 18 m of water which was so clear that I could watch the chain go across the bottom as I backed up to set it. Within 15 minutes of stopping I lost any interest in having a swim as I was joined by five sharks only about a metre long, but looking hungry. They kept me company until I left.

Initially I planned to live on "Aktio" but have since changed my preferences and will replace her with a catamaran before I go cruising.

To be continued.

Sailing the Southeast Wind - SYDNEY TO SINGAPORE APRIL/MAY 2012

Part 4 Bali Sea to Singapore in two weeks

By Peta Broadbent (Passage Diary Extracts)

Delivery Skipper: Morrie Morgan

Delivery Crew: Peta Broadbent

20th May

Noon position 07.11.0S. 114.59.6E. 22 hours: 122nm

Heading out into the Bali Sea. Will stay in or close to the shipping channel to Singapore. Pass a tug towing a drilling rig on a 700m line to Dampier. Pass a ship gas drilling rig anchored in 97m of water just south of Goagoa island. Motorsail through reefs on eastern side of Madura Island. Now in the Java Sea.

Many fishing craft. Some show a radar echo, most don't as sit low in the water and built of wood. Small traditional fishing vessels are often unlit, or have a very dim or flickering light. Larger boats often display the International Christmas Tree System for navigation lights. Some nets are marked with flashing red or blue lights but most unlit.

21st May

Noon position 05.41.1S. 113.03.8E. 24 hours: 143nm

Sunrise around 0530 and sunset 12 hours later. Wind is still SE 15-20, easing to 5-10 knots. Sail with full genoa through the morning. Top up our fuel tank with 120 litres from containers, and run watermaker for 2 hours. Pass east of Bawean Island, 62 nm north of Java. Motorsail an average SOG of 6 knots. Our ETA in Singapore is Saturday 26th.

22nd May

Noon position 04.21.1S. 110.57.3E. 24 hours: 153nm

Catch up with the group of boats ahead: a tug towing a barge and 3 boats (look like ferries) to Singapore. We try to contact the tug, but although he responds, the captain doesn't speak English. Floating logs, submerged trunks with bare branches sticking straight up, and rubbish are fairly constant hazards. 1930: at entrance to the Karimata Strait, west of Borneo, a wide channel with shoals and reefs, some unlit. Looms of light stretch as far as we can see across the horizon - the bright lights of squid fishing boats, all at anchor, about 40nm off the southwest corner of Borneo. We weave through line after line of them for about 35nm.

23rd May

Noon position 02.39.8S. 109.13.1E. 24 hours: 145nm

Round Pesemut Island light (02.29.9S 108.50.6E), which marks the islands and reefs to the east of Sumatra. Pass south of the Flying Fish reefs, through South China Sea towards the top of Bintan Island. Only 350 nm to head of Singapore Straits. Both the Java Sea and South China Sea are shallow, no more than 50m deep. Top up our last fill for this leg, 65 litres from containers. A quick change of course near midnight to avoid a fishing boat that flashes a dim red light.



Darwin to Singapore – 1998nm, 14 days
(Sydney to Darwin – 2456nm, 23.5 days – inc stops)

24th May

Noon position 01.00.5S. 107.12.2E. 24 hours: 157nm

In the middle of shipping lanes, traffic heading north and south on both sides of us. Sail from 1500 in a steady SSE.

25th May

Noon position 00.33.2N. 105.26.5E. 24 hours: 141nm

0338: cross the equator at longitude 106.03.5E. At 0530 hit by a squall, with NW winds 30 - 40 knots and gusts to 48 knots. Seas quickly whipped up to 2m or more. Heavy rain. Engine is running at 1700 rpm but just making headway. It's all over by 0730, leaving sloppy seas for the rest of the morning. By early afternoon, less than 50nm from the northeast corner of Bintan Island, trying to keep our SOG down to about 3 knots, to avoid getting there before about 0300. The Singapore Strait traffic separation scheme (TSS) is one of the busiest in the world, with large commercial vessels 12 minutes or less apart. Vessels under 20m have no rights and we have no intention of transiting the Strait before daylight.

26th May

0200 position: 01.15.3N 104.34.9E - Pass Mapor Island.

0340: round Berakit light on the NE corner of Bintan Island and enter the Singapore Straits. 65nm to Raffles Marina, on the west side, near the bridge that links Singapore to Malaysia. Pass behind an 1100ft cargo ship with a draft of 18.9m! Ships, tugs, pilot boats, high speed coast guard boats, ferries and fishing boats are all on the move. There are huge anchorages with a backdrop of city skyscrapers. Pollution hangs over the island. Find the Buran Channel and pass between Sentosa Island and the small islands to the south. We are now passing container terminals and storage tanks, and weave through ships, islands and reclamation works until we reach Jurong Island, where we turn up into the Johor Strait. Fishing stakes in the shallower waters here. 1530 Raffles Marina (01.20.6 N. 103.38.0 E)

Exactly 2 weeks since we left Darwin.

Busy Cruise Season Underway

Members of the Newcastle Cruising Yacht Club are reminded of the busy 2013-14 cruise season for Newcastle with about 22,000 passengers visiting the Hunter Region.

Three cruise ships have already sailed into Newcastle since October and another seven are scheduled to visit the port between January and April next year.

Chief Executive Officer of Newcastle Port Corporation, Grant Gilfillan, said Newcastle was an increasingly attractive destination for cruise ships and visits provide a significant boost to the local economy," Mr Gilfillan said.

"A report by the national cruise industry body, Cruise Down Under, estimates that the 2012-13 cruise season injected about \$10 million into the Hunter Region's economy," said Grant.

Radiance of the Seas carrying about 2,500 passengers was the first cruise ship to visit for the season in mid-October. The ship carried more than a thousand Canadian tourists who enjoyed local attractions such as four wheel drive tours and sandboarding at Stockton Bight and tours of the Hunter Valley vineyards.

The 293 metre long *Radiance of the Seas* is a well-known visitor to the Port of Newcastle, and is making four voyages to Newcastle in 2013-14. It currently jointly holds the record for the longest cruise ship to visit the port.



However, that record will be eclipsed on 9 March next year when the 317 metre long *Celebrity Solstice* makes its maiden voyage to the Port of Newcastle.

"*Celebrity Solstice* will be carrying 2,850 passengers and its visit is certain to be a highlight of the season. One of the ship's unique features is the Lawn Club, a freshly manicured lawn on the top deck," Mr Gilfillan said.

Cruise ship visits are arranged by Cruise Hunter, a local organisation which is managed by Newcastle Port Corporation to develop the cruise shipping industry in Newcastle.

NCYC members are reminded about safety on the water when cruise ships are in port and also to observe the Waterside Restricted Zone which is operational for all cruise ship visits. A special reminder is made about the visit of *Celebrity Solstice* which is mooring at the Channel Berth on a Sunday.

Full information about the 2013-14 cruise season is available at the Cruise Hunter website (www.cruisehunter.com.au). The cruise schedule for the remainder of the 2013-14 season is:

SHIP NAME	VISIT DATE
Radiance of the Seas	Monday, 20 January 2014
Rhapsody of the Seas	Wednesday, 22 January 2014
Radiance of the Seas	Tuesday, 28 January 2014
MS Artania	Tuesday, 18 February 2014
Balmoral	Thursday, 6 March 2014
Celebrity Solstice	Sunday, 9 March 2014
Rhapsody of the Seas	Monday, 7 April 2014



Rhapsody of the Seas which visited in November 2013 and is paying return visits in January and April 2014

By Howard Keegan

With most of the winter maintenance on our marina and repaint of the amenities now completed along with the installation of our new fuel tanks and the strengthening of the marina pole ends of A arm almost complete, we are ready to run for the summer season.

Being well positioned on the east coast with a safe deep harbour entry, we have seen many transient vessels visit our facility of recent. After restocking necessary supplies from the local supermarkets, making small repairs and generally enjoying the hospitality of our facility for a few days, they lift their lines and continue their journey. We will endeavour to pursue this growing part of our market.

Our campaign to attract cruising clubs and fleets of boats for weekends or longer has been very successful with quite a number of fleets now making return visits. The annual Windcraft Rally from Pittwater to Port Stephens saw 15 yachts visit us on their journey to and from the Anchorage in September. After a successful visit from the RMYC Broken Bay sail cruising division last year, the RMYC motor cruising division made their inaugural visit on the long weekend in October. There were 14 boats and 50 people arriving with a firm social calendar including wining and dining in our Club and a day at the races. A fabulous weekend was had by all and we anticipate their return. RMYC have indicated they would like to reciprocate our hospitality and welcome us to their club!

Lake Macquarie Yacht Club Cruising Division also visited us in mid November. With strong winds and heavy rain 6 boats made the trek from the lake. Many of the fleet members made the journey by car on the Saturday night to still have over 40 people booked for dinner in the Club. Future bookings include the RPAYC Pittwater sail cruising division who have booked 20 boats in for the Xmas /New Year period plus the Karuah Motor Yacht Club will visit us again for the same period. We look forward to welcoming all these interclub visitors to our facility along with a large number of individual bookings for the festive season as well.

With all of these visitors it is important that we keep the marina safe and presentable so I do ask all marina occupants to assist by keeping the walkways clear at all times by not leaving any personal items such as bikes, kayaks, boxes, hoses etc on the marina. Fish traps are not to be tied to the marina either. Also note that when you are in the area of the marina including the waterway opposite us across to Forgacs, there is a 4 knot speed limit / no wake zone. If any vessels are found not abiding by this requirement, they will be reported to RMS.

The recent strong winds have again raised the issue of mooring lines, boat covers and loose halyards. Please ensure you have strong secure mooring lines. Boat covers need to be firmly secured to handle strong winds if you wish to leave them on the boat. Halyards on yachts need to be firm and pulled away from the mast to eliminate rattle and chafe. Yachts with head stay foils also need to install an arrestor to stop rattle in strong winds.

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Newport Rhode Island Regatta

By Richard Howard

During September 2013 I had the opportunity to travel to Newport, Rhode Island, and represent the CYCA and Australia in the New York Yacht Club (NYYC) Invitational Cup, a Swan 42 one-design regatta in which yacht clubs from around the world are invited to compete.

Run from NYYC Harbour Court annex, (the main yacht club being on 44th street in Manhattan,) the regatta was conducted both inshore and offshore depending on wind and wave conditions with 10 races conducted over 6 days.



CYCA "Goat Bandit" starting at the Pin - photo by North Sails USA

The twenty Swan 42 one-design yachts used in the regatta are all owned by members of NYYC who commissioned the design of the Swan 42 with the sole intention of developing a class of yacht for its members in which like-minded amateur sailors could compete on an even footing. The yachts were all immaculately maintained which, along with new sails for the regatta and carbon rigs that had been set and locked by the Race Committee, resulted in boat speed being only a minor component of putting together a winning result.

I sailed with Bruce Foye and The Goat crew on Swan 42 Bandit (hence the name 'Goat Bandit') which was great fun. (I have previously done a Sydney Hobart and won a Sydney 38 National Championships with 'The Goaties'). We performed best in the stronger conditions of the first couple of days of the regatta and ended up 10th overall in the 20 boat fleet. In doing so, we took top honours of the three Australian crews with RPYC finishing 11th and RFBYC from Perth coming 16th.

Twelve nations were represented in the regatta including USA, Canada, Japan, Australia, Denmark, Finland, Argentina, Spain, Hong Kong, United Kingdom, Italy

and Sweden. Newport is truly a Mecca of sailing with fantastic yachting heritage, a flotilla of yachts that is like no other and the grand old 12 metres out racing every day or conducting corporate events. Amazingly, as a result of climate, the vast 'mooring fields' of yachts all come out of the water over the winter months to be placed in huge sheds up river. Great for the marine industry!

NYYC's Harbour Court annex is an amazing Club steeped in history, tradition and fantastic architecture and is definitely the pride of the US East Coast sailing fraternity.

The standard American welcome and hospitality was laid on during the regatta as has been my experience on previous sailing trips to the US. There were functions each evening and plenty of pomp and ceremony including the daily lowering of the US flag just prior to sunset.

The closeness of the racing was demonstrated with the eventual successful team, Royal Canadian Yacht Club, winning the regatta with an average placing of 5th in the 20 boat fleet to finish on 45 points. In finishing 10th overall we were only 10 points off 5th place and 12 points of 15th place... Some of the best one design racing I have ever done.

Subsequent to the regatta Lize and I travelled north through New Hampshire, Massachusetts and Maine for a week prior to making our way back to Boston via Salem and Marblehead, another beautiful yacht club. Following a few emails to the Commodore we snuck in a twilight race on a Mumm 30, Lize's first ever sail in the Atlantic Ocean on a gorgeous autumn evening with a full moon and little wind.

I would definitely recommend a trip to the New England states of the US. When next in Newport don't forget to drop in to Bannister's Wharf (home of the old America's Cup), check out the Mansions (one of which we hired for the week), visit NYYC and inspect Newport Boat Yard (The travel lift at Newport makes Midcoast Boatyard's 40 tonner look like a toy!).

Now to plan the next trip away!

GALLEY

Lunch: Noon to 2.30pm

Dinner: 6pm to 8.30pm

Available from the bar all day:
coffee, tea & fab desserts

Sydney Gold Coast Yacht Race Wrap

By Richard Howard

The 28th Sydney to Gold Coast yacht race conducted by CYCA over the last weekend in July will go down in the record books with a single word description... 'slow'.

The Sydney to Gold Coast is considered one of the premiere winter offshore races in Australia and can be demanding on crews if the wind is from the South, and even more demanding on navigators if the wind is from the North as was the case this year. The race also marks the opening of the sailing season's pilgrimage North (along with the whales) to warmer water regattas for those who choose to do lots of sailing over winter.

Following a very light air start, the race was won up the coast with those yachts electing an offshore route paying the price dearly as a result of the fickle winds and strong South-East Australian current running north to south faster offshore. At the big end of town, Grant Warrington's *Wild Thing* hung on for a line honours win in 48 hours, which was well outside the race record set last year at 22 hours.

Three and a half days after starting and late on 30th of July Sydney yachtsman, Chris Bran sailing Beneteau First 40 *Branew*, was declared the overall IRC winner at Southport Yacht Club. Also sailing a Beneteau First 40 cruiser/racer was Graeme Hall in *Close Halled* who was praised by Bran for sailing hard on the winner's heels for a fair proportion of the race.

Congratulations goes to Glen Picasso and his syndicate in NCYC's yacht *She's the Culprit* for 36th overall and 5th in the PHS division. NCYC's other entrants in the race included Mic Martin's TP52 *Frantic* which finished a very credible 10th on line honours and 25th on IRC, and *Anger Management* which disappointingly had to retire from the race with battery issues.



NCYC members crewing "She's the Culprit"

Image by Howard Wright/IMAGE Professional Photography - www.imagephoto.com.au

CRUISERS & RACERS SAVE THE DATE

On Sat 29th March 2014 the NCYC racing fleet will be participating in the Newcastle to Pittwater race and staying for the week.

The return race on Saturday 5th April is the annual Pittwater - Newcastle race as a lead up to Sail Port Stephens, which links with our feeder race the following day Sunday, to Port Stephens.

To make the most of the time in Pittwater, we are organising a short cruising itinerary around Pittwater, which is proposed for Sunday, Monday and Tuesday.

A memorable restaurant lunch is planned for Sunday, with more relaxed functions to follow.

This will allow those who can't afford the whole week off to at least enjoy a couple of days relaxing on beautiful Pittwater before returning to work.

Members of the RMYC Cruising Division have offered to accompany us and show us some of their favourite anchorages and Pittwater highlights and reciprocate the hospitality they enjoyed on a recent visit to NCYC.

Of course depending on the weather, it would be quite a sight to leave prior to the racing fleet for the return journey on Saturday and watch them race past on the way home. An added bonus may be a greeting by the NCYC Rum Runners on returning to Newcastle, as they welcome the racing fleet.

So organise the crew, or the kids, and plan for a leisurely week exploring Pittwater.

Contact Steve Hassell on 0448 277 411 or email the club on info@ncyc.net.au to register your interest to ensure we can book the restaurant for Sunday 30th March.

Butcher Boat Wine Club

The NCYC Butcher Boat Club held its first off site event on 30 October. The theme for the night was Tempranillo and was held at the Bocados Spanish restaurant. The evening commenced with a Spanish Cava, the traditional Spanish sparkling white wine and then progressed through a variety of reds. In all 14 wines were tasted. These wines included three Australian wines for comparison. In my view, the Australian wines held their own with their Spanish cousins.

The wines were presented by Scott Wasley from the Spanish Acquisition. Despite the noisy background of the restaurant, Scott was both informative and entertaining in educating the audience as to the various varieties and history of Spanish wines. We realised that while we tend to be focused on the old world wines and Australian wines, we tend to ignore such wine regions as the regions of Spain. Wine has been grown in Spain since the days of the Romans. The Spanish wines on the night came from the Rioja and Rivera del Duero regions with the Australian wines from the Clare Valley and McLaren Vale regions.

Kym Butler, President, Butcher Boat Wine Club



Scott Wasley discussing Tempranillo wines



Cathy Madge, Michael Winbourne & Bob Fernance



TEMPRANILLO



Adrian Kiely enjoying Tempranillo wines at Bocados Spanish Restaurant

ON THE BRIDGE with Paul McGrath

Solution: On the surface it would appear that you have to work out (or guess) which opponent holds the heart queen. Or do you? No, a skilful skipper takes a deeper look than a superficial glance at the conditions. No need for the heart finesse. Simply cash the remaining top spades and then throw East in with a trump. If East returns a heart you will score three heart tricks and ten in all. If East returns a spade or diamond you will pitch a heart from your hand and ruff with dummy's last trump (a ruff and sluff). Again you emerge victorious with ten tricks.

Full Deal:

NORTH

♠ K83
♥ KT92
♦ 93
♣ AK43

WEST

♠ J6
♥ Q84
♦ AKJ8542
♣ 2

EAST

♠ T9542
♥ 653
♦ QT
♣ QJ5

SOUTH

♠ AQ7
♥ AJ7
♦ 76
♣ T9876

Tecla Tall Ship Voyage

By Max Searl

Hi my name is Max Searl I took part in a Tall ship voyage aboard a Dutch ship called *Tecla* from Hobart to Sydney. It took nine days to finally reach Sydney heads where we joined the Tall Ships Parade as part of the International Fleet Review.

The *Tecla* was built in 1915 and she is owned and sailed by a family of four professional sailors. They have owned *Tecla* since 2006 and sail her with passion. The *Tecla* is a fast boat, built for the North Sea and her rigging is as traditional as it gets for a two masted ketch with topsails and different sizes foresails for light weather. On board, the crew works in a sail training program, set up to get the best out of everybody. The sail training program is designed in such a way that irrespective of how long you stay on board, you will get the most out of your time on board.

This trip was both mentally and physically hard, especially during the first three days at sea. I survived Bass Strait but only just. It took lots of mental strength and the only thing that cured my sea sickness was falling out of bed and smashing my face on the ground. This made my nose bloody and very sore but I didn't throw up again.

As we reached the mainland we experienced a storm that was much greater than what we had experienced in Bass Strait. We were faced with 70 knot winds and 6m seas with the sails having to be taken down fast as the storm came in behind us.

Up the coast of NSW was a slow and pretty relaxed journey. We finally reached Sydney Heads early in the morning and waited around for the parade of the Tall Ships. The sail up the harbour was an exciting but a cold and wet experience, just like we had experienced when we left Hobart.



Max Searl aboard *Tecla*

Despite the fact that I was sea sick for the first three days and the weather was cold and wet, I would definitely recommend the experience.

I would like to thank the Newcastle Harbour Rotary and the Newcastle Cruising Yacht Club for the scholarship to sail from Hobart to Sydney on the Dutch tall ship *Tecla*, which turned out to be an adventure of a life time.

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Sailing 'Fourth Dimension' from Spain to the Canary Islands - Part I - Oct 2013

By Jan Howard

When you have an opportunity to sail on a lovely cruising yacht in the Mediterranean, it is not hard to accept !!

NCYC members Helen and Len Griffin invited Jim and Mary Holley and Rob and I to join them on the first part of the long voyage to bring their boat back to Australia. Len and Helen commissioned their Beneteau 50, Fourth Dimension in 2007 and have enjoyed six European summers exploring the Mediterranean. Their adventures took them as far as Lebanon and Israel which they visited as part of the EMYR rally. Political unrest curtailed plans to sail to Egypt. For much of the six years Helen and Len have wintered their boat in Marmaris, Turkey.



Four Dimensions at Alicante

Having completed their Mediterranean adventures, Len and Helen plan to sail to The Canary Islands this year, where the boat would be wintered, with an intention to cross the Atlantic in the ARC rally in November 2014.

We were crew for the sail from Alicante in Spain to Puerto Calero on the island of Lanzarote in the Canary Islands. The Beneteau 50 is beautifully set up for six crew, with plenty of space and comfort. She has a

comprehensive sail wardrobe and 'extras' such as a water maker.

At Alicante, our departure port, there is a new museum showcasing the Volvo Around the World Race.

Future Volvo Races will depart from this base which also houses the communications control room for the race. It was interesting to see the size and complexity of this nerve centre for race communication.

At this time of the year the breeze is soft and variable in the western Mediterranean, so there was quite a lot of motoring. We did day 'sails', the first stop being the large industrial town of Cartagena. We arrived on Spanish National Day so there was plenty of activity and festivity in the town that evening. Stunning contemporary architecture in the form of a Maritime Archeological Museum and city's Cultural Centre stand alongside historic civic buildings and the well preserved remains of a Roman theatre.

We were amazed by the scale of the marinas along the Mediterranean coast and the size and multi-nationality of the visiting yachts. A 50 ft yacht is 'small' in these marinas. It was at Catagena that we saw, anchored in the harbour, a pleasure vessel complete with 60 ft racing yacht and 50 ft power boat stored on the deck each with its own lifting crane ! There was an Optimist regatta happening in the bay and we wondered if the owners' kids were dinghy sailors !

We then had two nights in quiet anchorages where we enjoyed swims (in very buoyant water) and beach walks and a closer look at the details of the shoreline. The Mediterranean coast of Spain is dry, barren and mountainous, and being at the end of the dry summer season, it was looking particularly harsh. There was little vegetation on the coastal cliff faces, but the variety of rock formation and the colours of the rocks leave a memorable impression. Beaches generally have greyish sand and are not particularly attractive. Compact, white towns of box shaped apartment blocks, resorts and houses hug the shoreline. Many of the towns rely heavily on income from holiday makers and they 'close down' during the winter. We were surprised how few boats were on the water, given the good weather we had.

At the lovely port town Almerimar, we left the boat for a few days, hired a car and the six of us squeezed in for a road trip to Granada via the picturesque valleys of the Puebla Blancas, little white rural villages that cling to the steep hillsides and still operate in their traditional ways (olives, vines, sheep and goats for cheese making and black footed pigs for the famous Iberian jamon – ham) with tourism as a boost.

Although it wasn't easy navigating (and driving on the RHS) to our accommodation in the old part of the city where vehicles are discouraged and car parks are few, we found Granada to be an attractive and interesting city. We spent a whole day at the magnificent Alhambra historical site.

To be continued.

News: Yacht Skipper fined for crashing into Tanker

Racing Yacht Atalanta of Chester collides with oil tanker Hanne Knutsen. (Article Source: Marine Link, Photograph: The Telegraph)

The skipper of a racing yacht has been made to pay over £100,000 in fines and costs after colliding with a 120,000 ton oil tanker in the Solent.

Roland Wilson of Perthshire, Scotland was found guilty on three counts of breaching international maritime law at West Hampshire Magistrates' Court.

On August 6, 2011, the yacht *Atalanta* of Chester was taking part in the first day of racing at Cowes Week. Heading towards Southampton Docks was the tanker *Hanne Knutsen*.

Skipper Roland Wilson, who at the time was a Royal Navy Lieutenant, said he spotted the red tanker when it was five miles away. However, the yacht sailed into the moving exclusion zone protecting the *Hanne Knutsen*. Fearing for his safety, a crew member on board the yacht then jumped overboard moments before they collided with the front of the tanker.

The yacht's rigging then got caught up on the tanker's anchor causing the mast to collapse onto to the head of one of the crew. He later was taken to hospital but wasn't seriously injured.

Roland Wilson was today found guilty of failing to keep a proper lookout, and impeding a vessel using a narrow channel. He was fined £3,000, ordered to pay a victim surcharge of £15, and made to pay costs of £100,056.68.

In passing sentence, Judge Anthony Calloway said, "Fortuitous it was that there was no loss of life. The potential for even greater and tragic consequence is, in my judgment, apparent."

Calloway continued, "This was not some Saturday afternoon jaunt by some inadequate vessel crewed by inexperienced, clueless and foolhardy people who frankly have no business being on the water at all. The yacht took a decision, and as I find the wrong decision, to sail towards the problem into the path of the tanker across a narrow channel. It should have kept clear and in the worst event used her engine."

Captain Jeremy Smart, Head of Enforcement with the Maritime and Coastguard Agency (MCA) said, "Compliance with the international regulations avoids collisions. It was very fortunate that Mr. Wilson's actions did not result in very tragic consequences.

This case should serve as a reminder to all who use the water that a good lookout, a full appraisal of the situation and early action is essential to avoid incidents like this occurring." *Source : MarineLink*



By Richard Howard

As a result of a small number of recent navigational incidents on Newcastle Harbour involving recreational sailing craft. Subsequent to meeting with RMS and Newcastle Port Corporation on related matters, it is appropriate to summarise the obligations placed on recreational vessels sailing within and on approach to Newcastle Harbour.

The NSW Marine Safety Act 1998 requires the Master of a recreational vessel to never obstruct or impede:

- Access to a fairway or channel;
- The use of any wharf, jetty, slip or landing place;
- The launching, exiting or securing of a vessel;
- The handling of cargo or movement of passengers; or
- The safe navigation of a vessel.

Newcastle Harbour and its approaches are considered a Restricted Area. That is, an area that lies within the authority of the Newcastle Harbour Master and which represents a fairway for commercial shipping. Vessels should neither anchor in this area nor hamper the navigation of commercial shipping in any way while within the Restricted Area.

Further, the nature of Newcastle Harbour means that ships entering and exiting the Harbour and navigating within the Harbour confines, are severely restricted in their ability to stop, slow down, turn or deviate from their course even when tug assisted. To do so could potentially result in the grounding of a ship on approach to or within the harbor which would result in catastrophic consequences both environmentally but also economically given the 'engine room' nature of the Port as a trading hub.

Tips for remaining safe:

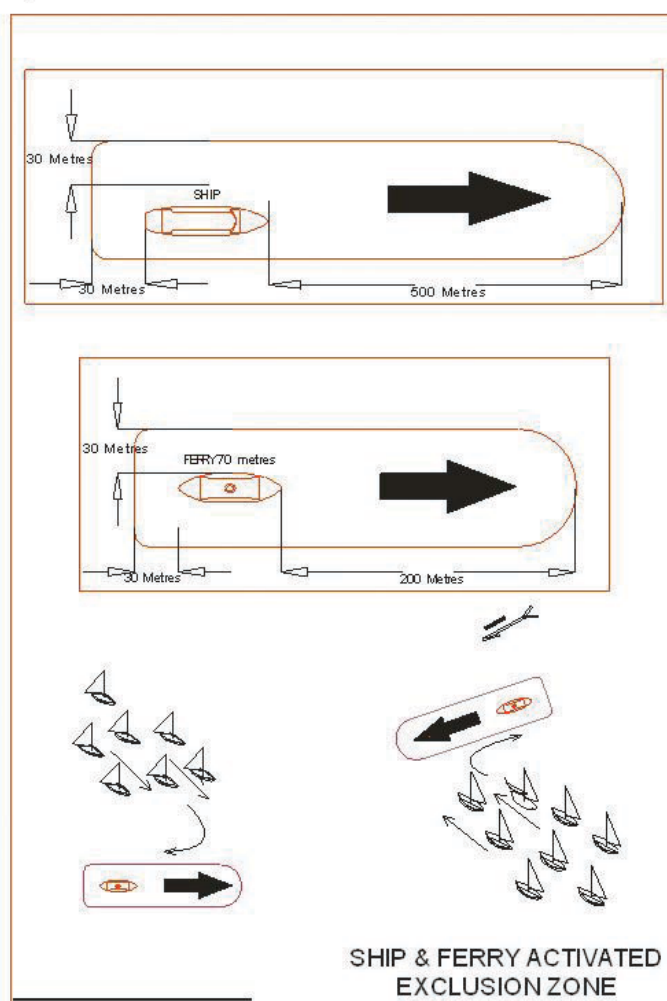
- Prior to going boating on Newcastle Harbour check shipping movements by logging on to the Ports live environment on the Newcastle CPort Corporation website <http://cports.newportcorp.com.au/eports/> or contact VTIC Harbour Control on (02) 4985 8292 or VHF Channel 9.
- Keep a look out for commercial ships (tugs, ferries, dredges and seagoing ships) and steer clear of them – Act early and make your intentions known sooner rather than later.
- Do not cross within 500m of the bow of a moving ship (including tugs).
- Do not pass within 30m of the side or stern of a moving ship (including tugs).
- Do not anchor in the channel or Restricted Area.
- Fully understand your navigation obligations/rules and the sounds signals used by commercial shipping.

- Always have your navigation lights on at night so other vessels can clearly see you.
- If sailing near a ship, don't hesitate in turning your motor on in readiness to take action to remain clear of the ship. NCYC's Sailing Instruction specifically provide for sailing yachts to motor out of the path of commercial shipping should the Master of the yacht think such action is appropriate.

Some time ago NPC, RMS and NCYC published a *Newcastle Harbour Safety Information Booklet* which can be obtained from NCYC. This booklet provides greater details regarding the safe navigation on approach to and within the confines of Newcastle Harbour. Also available from NCYC is a publication by RMS titled *Big Ships, Small Boats – Safety Information for boating in proximity of large vessels*. I recommend that all recreational boaters again familiarise themselves with these publications.

Remember we want everyone that goes out on the water to have a great day and come home safe!

Aquatic Licence Condition 100



Notes: 1. Oil tankers and Sea-going Ships

Celebrating our History

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

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

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

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



Paul Hannan, Retired
(Founding) Commodore



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

Where in the world is our burgee?

A competition for members only.



To Enter: Four simple steps.

1. Collect an entry form from the bar.
2. Select the correct answer from the four options:
 - a. Canary Islands
 - b. Gibraltar
 - c. Almerimar Spain
 - d. Alicante Spain



“Where in the world WAS our burgee?”

Tarraleah Hydro Electric
Power Station, TAS

Photograph by Richard Howard

Spring 2013 Winner:

Fred Elderton

The Prize: \$100 Dinner voucher for two at the “Galley”.

The Task: Select the correct locations from the options.

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

3. Fill in your membership and contact numbers.

4. Put the form in the box provided.

Closing Date: Friday 31 January 2014.

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



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Coming Events...

DECEMBER 2013

- Sunday 1 December
Variety Children's Charity Santa Fun Run
- Sunday 15 December
NCYC Christmas Party 2pm
- Wednesday 25 December
Clubhouse Closed
- Thursday 26 December
Come to NCYC and watch the start of the
2013 Sydney Hobart Yacht Race
- Tuesday 31 December
Celebrate the end of 2013 with
Dinner and Live Band @ NCYC

JANUARY 2014

- January Jazz - Every Sunday in January
a live Jazz Band from 2pm-5pm in the Club
- Wednesday 1 January
New Year's Day
Relax with the family @ NCYC
- Sunday 26 January
Australia Day @ NCYC
- Sunday 26 January 2014
National Maritime Festival

FEBRUARY 2014

- Saturday 8 February
Newcastle to Sydney Race
- Tuesday 14 February
St Valentine's Day
- Saturday 15 February
CYCA Sydney - Newcastle Race

MARCH 2014

- Saturday 1 March
Redhead to Pittwater Race
- Sunday 2 March
Pittwater to Swansea
- Saturday 29 March
Newcastle to Pittwater

APRIL 2014

- Thursday 17 April to Sunday 20 April
Audi IRC Australian Championship 2014

EVERY WEEK

- Monday and Tuesday night Galley specials
6pm-8pm. See page 9 for menu
- Thursday night Members Draw [LTPS/13/08138]
Up to 4 draws/night: 6.15pm, 6.30pm, 6.45pm & 7pm
Cash prize starts at \$200 and jackpots if not won
- Friday Night Raffles - Tickets sale 6pm. Draw 7pm
- Sunday Breakfast - between 8am-10.30am

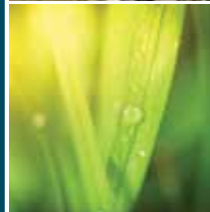
Security Phone Numbers

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
- **The Galley** (Noon - 2.30pm, 6pm - 8.30pm)
(02) 4940 8188 – info@ncyc.net.au
- **Administration** (9am - 5pm 5 days)
(02) 4940 8188 – admin@ncyc.net.au
- **Functions** (9am - 5pm)
(02) 4940 8188 – functions@ncyc.net.au



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