

# thirty two° fifty five

newcastle cruising  
yacht club journal

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winter 2012



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## Unwind, Share, Laugh, Enjoy



Image by  
Craig Sanders -  
NCYC Bar Supervisor



Image by  
Ian Harper



Image by  
Dick Lees

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Full directory: p 4 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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### A quarterly publication

#### EVERY MONTH

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Editor: Gloria Thirkell

Sub-Editor: Rebecca Stuart

Cover Photo: Raging Bull

By Greg Jackson

## Essential Information

### EMERGENCY

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

### CLUB DIRECTORY

- General Inquiries (9am - 4.45pm)  
(02) 4940 8188 – [info@ncyc.net.au](mailto:info@ncyc.net.au)
- Licensed Club (10am - 10pm)  
(02) 4940 8188 – [info@ncyc.net.au](mailto:info@ncyc.net.au)
- Marina Manager (8am - 4pm 7 days)  
0408 299 512 – [dockmaster@ncyc.net.au](mailto:dockmaster@ncyc.net.au)
- The Galley (Noon - 2.30pm, 6pm - 8.30pm)  
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### NCYC MEMBERS CONCESSIONS

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## Commodore's Message



The New Year saw the end of a very successful summer sailing season. Division 1 yachts fought out a very competitive series in both short and long ocean series. Congratulations must go to John Streeter, skipper of The Raging Bull for “scooping the pool” in this division. Division 2 was down on numbers from previous years however the competition was

keen with Robin Hillery's Warrain and Ross Knights Tamarillo coming away with boasting rights for the season. This Division will be stronger in the winter and subsequent seasons with new yachts joining the fleet.

The winter season started mid-May and those crews keen enough to face the brisk winter weather were looking forward to getting back after a short autumn break.

The Sailing Committee under the stewardship of the Rear Commodore have some innovative ideas to add to our calendar commencing in Spring 2012 following input from the recently conducted members Sailing Forum.

Whilst on matters sailing, the Board is working through opportunities to provide facilities for Etchells and Laser classes. This will involve hardstand and crane facilities and we anticipate these being available for the start of 2012-13 season. This is an exciting project and will no doubt bring some new sailing members to our Club.

And the final word on sailing, we were well represented at the Sail Port Stephens regatta recently with many of our fleet producing commendable efforts which the Rear

Commodore will expand on. Participants and organisers of the regatta expressed their thanks to NCYC for being the destination for one of the feeder races and hosting the second feeder race to Port Stephens. A number of Pittwater yachts complimented the Club on our facilities and welcoming attitude towards their visiting fleet. More details on this can be found on page 7.

Again a big thankyou goes to our staff, especially our catering team, who went above and beyond as usual and volunteers in helping make Pittwater to Newcastle and Newcastle to Port Stephens races successful.

On a more sobering note we have been locked in battle with NSW Maritime over the “market rent review” of our leases for going on 16 months. The determination by an independent arbitrator will result in a significant uplift in our total annual lease payments to NSW Maritime, obviously an unacceptable result for us and our tenant family. We are in the process of reviewing our options and this may include making representation to the State Government to plead our case. I will update members and tenants further as this matter progresses.

A number of marina berth lessees have raised the question of renewing leases as we get closer to the expiry of the original leases. This matter has been under regular review by the Board and I wish to inform members that a policy on this matter will be put to members at a meeting to be held in late 2016 which is approximately 12 months prior to the expiration of the first marina berth leases.

Please enjoy the facilities of your Club during winter. I know Chef Bill and his team have some interesting menus in mind to compliment these colder months.



Phil Arnall, Commodore.



Left to Right: Rear Commodore Paul Gleeson, Club Captain Ernie Thirkell, Commodore Phil Arnall, Director/Treasurer Kym Butler, Director Larry Curtis, Director Tony Lobb, Vice Commodore Jim Holley



### CHIEF EXECUTIVE OFFICER'S REPORT



With another summer sailing season and financial year at the Club having recently concluded, unlike the temperature, activity around the club hasn't fallen.

Boat owners are pulling their boats out for winter repairs and maintenance following great representation at Sail Port Stephens, a couple of new

tenants are in the process of moving on to the NCYC precinct, club staff are updating menus and organising functions for the remainder of the year and office staff are tidying up the various financial year end necessities. On a staffing note our new Hospitality Manager, Michael Thrift, started with us in late May. Please introduce yourself to Michael when you are next in the Club. He has undertaken to remember as many names as possible.

In the Galley our chefs are including some hearty winter style meals on the Specials Board which I am sure will impress.

We have a number of functions including the Sailing Presentation Dinner organised for the coming months so please keep an eye out for the 'What's on @ NCYC' emails and also check out the various posters in the Club regarding functions and activities being held at NCYC. [www.ncyc.net.au](http://www.ncyc.net.au) has an easily accessible calendar of club activities and a "coming events" page each with links to relevant printable fliers.

The Sailing Committee is currently finalising the 2012-13 Sailing Program which will be released shortly. The NCYC winter series offers some great sailing conditions so please enter as many or as few races as you would like and use this series to train up new crew ready for summer.

Please use and support your Club over the quieter winter months.

Richard Howard, Chief Executive Officer.

**MONDAY & TUESDAY  
NIGHTS AT NCYC**  
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### STAFF PROFILE Michael Thrift

Michael, the newly appointed NCYC Hospitality Manager, began his career in hospitality with the Intercontinental Hotels Group whilst studying a Bachelors Degree in Hospitality Management. After some 5 years with one of the world's largest hotel brands, and successfully completing his degree, he used his background and skills to further his career whilst in the middle of a travelling holiday around Australia.

An unplanned stop turned into a two and a half year stint working in remote Western Australia in a 4 star hotel as Food and Beverage Manager. This role remains one of the most challenging, and rewarding of his career to date.

Returning to the east coast in mid 2010, his next role was in the Hunter Valley where he was again the Food and Beverage Manager of a 4 star hotel.

Born and bred in the UK, Michael has lived in Australia for 21 years. His family, and his love of football (soccer), takes him back to the UK to visit every year. Next visit will be extra special as he and his wife Heidi will be taking their newly arrived son, Romeo with them.

In Michael's spare time he enjoys long distance running, playing football and watching his favourite football team, Arsenal.

Michael recently commented "I have been very much looking forward to the next phase in my career and already enjoy being part of the team at the NCYC."



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## From the Rear Commodore

Winter season commenced Sunday, 20th May, following a break after the Summer series.

Quite a few yachts interrupted the break to compete in Sail Port Stephens, which, despite a lack of breeze and a lot of rain, was another great success.

Results achieved by NCYC yachts included the following:

IRC Div. 1	Anger management	8th
IRC Div. 2	Wizzard	7th
	Marta Jean	10th
IRC Div. 3	Schouten Passage	5th
	Raging Bull	6th

### Performance Handicap Racing

Div. 1	Long Time Dead	2nd
	PT73	5th
	Concealed Weapon	6th
	One For The Road	9th
Div. 2	Kaizen	2nd
	She's the Culprit	4th
	Novocaine	6th

### Commodores Cup

Div. 1	Long Time Dead	5th
--------	----------------	-----

The lead in race from NCYC to Port Stephens attracted about 30 entries and after a spectacular start in the harbor (enhanced by a couple of shipping movements!), the wind dropped out and nobody finished.

Division 1 skipper John Streeter did his bit for populating Australia by delivering a neighbour's baby on her front lawn recently. Rumours that the child is to be named Raging Bull are greatly exaggerated.



Paul Gleeson Rear Commodore.

## From the Sailing Office

### Visiting Sailors Sing their Praises of NCYC

"NCYC is a friendly and welcoming club" was the report from the visiting sailors racing in the Pittwater to Newcastle Race 14 April, a lead in race to Sail Port Stephens. Skippers and sailors spoke highly of NCYC Marina and Assets Manager Howard Keegan's

pre-race communication and allocation of berths, they were thrilled with the NCYC Race Finish Line with Col Peeble's Winifred on station, as well as with the welcoming "NCYC Inner Circle Rum Runners" who assisted them with their berths and information on amenities and the club. Many also commented on the warm welcome from the club staff and kitchen after their long race in light conditions.

The visiting sailors were also impressed the next day Sunday 15 April with our beautiful harbour as a start line and the large crowd on Queens Wharf which watched the yachts jostling for position. Sailors and spectators alike were photographing the spectacular sight of ship, tugs and yachts sharing the harbour space.

NCYC is a unique sailing club positioned close to offshore with a reputation of welcome and hospitality.

You are invited to look out over the harbour and offshore Newcastle during May, June and July to capture the Winter Short Ocean Pointscore fleet sailing each Sunday. The start is 12-30pm at Scratchleys Restaurant vicinity. The fleet will then sail offshore to a laid marks race course.

Happy Sailing. Dianne Fitzgerald.

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## Social Highlights

There have been a number of well attended and much enjoyed functions held at NCYC during the past three months. Unfortunately everyone was having such a good time that photos were an afterthought.

The sell-out Black Tie Ball held in our Marquee on Saturday 14 April was the first of what many hope will become an annual event. The food was wonderful, and the great music suited the mood perfectly, through dinner and dancing to the wee hours.

Mothers Day on Sunday 13 May followed the established trend of being a “full house” as family members took advantage of the best place in town to pamper Mums on their special day. Fabulous food, service, ambiance, views and of course fabulous company!

There have been a large number of informal gatherings as members take full advantage of what their Club has to offer. Anzac Day was one such get-together for service men and women past and present, and groups of family and friends. You will find a small selection of photos from that day on page 9.

Each of the major sailing events run by other clubs and finishing in Newcastle, as well as our regular sailing has as always at NCYC, been cause for wonderful welcoming, affable and entertaining social gatherings.

While the following is not a competition, before looking at the caption, you might like to guess as to where in the world “our NCYC hat” was photographed.

Above: After “running into each other” at Fort Cochin in India this March, Club members Michael Yazbeck and Mel Ford thought a social drink to be in order, particularly since Michael was already dressed for the occasion wearing his NCYC hat!



Jim Holley, Vice Commodore.

Autumn 2012 Winner of the Dinner for two and bottle of wine was the first correct entry drawn from the barrel after the raffles:

**NCYC member Barry Tisdell.**

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



Halong Bay, Vietnam, photographed by Club member Margaret Lees.

### Where in the world is our burgee???

A competition for members only.

**The Task:** Select the correct locations from the options.

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



We invite members to submit a photo of our burgee flying. Send it to [info@ncyc.net.au](mailto:info@ncyc.net.au) - subject “burgee competition”.

**The Prize:** A bottle of wine and dinner for two at the “Galley”.

**To Enter:** Four simple steps.

1. Collect an entry form from the bar.
2. Select the correct answer from the four options:
  - a. Eden NSW
  - b. Pancake Creek QLD
  - c. Wangi Wangi NSW
  - d. Pittwater NSW
3. Fill in your membership and contact numbers.
4. Put the form in the box provided.

**Closing Date:** Saturday 30 June 2012.



## From the Club Captain

NCYC Skippers will need to have the Safety Audits for their yachts completed by 30 June 2012.

Congratulations to all who earned their Senior First Aid Certificates on 19 May. Run at NCYC, by Surf Life Saving Australia. It was pleasing to see so many members, as well as a number of Club staff taking the opportunity to refresh their first aid skills.

Many of our sailors will need either their full SSSC or Re-evaluation completed in the near future. A course will be run in early June by Chris Griffith, "Master Class". Applications would need to be in ASAP. 0418 442 755.



Ernie Thirkell Club Captain.


**NCYC - a mustering point** - A group of NCYC members mustered at the Club before moving on to the annual Anzac Dinner at Newcastle Businessmen's Club.



Above: Left to right, Club Captain Ernie Thirkell, Mark Bird, Ray Blackburn, Mike Eggleston, Garry Lill, Peter Hartigan.

**Anzac Day 2012** - NCYC was a popular venue for the informal get together over lunch, traditional over the past few years for NCYC Service personnel, families and friends. It was wonderful to see so many family groups enjoying the friendly relaxed atmosphere.






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### Hit list for the annual lift

Come time for the annual lift for inspection and maintenance of underwater parts, it's good practice to have a bit of a hit list ready for yourself to do DIY, or to arrange for the work to be carried out by the boat yard.

#### Procedure once lifted

While the underwater area is still wet it should be cleaned with a high pressure water hose and any solid growth should be scraped off.

Then the hull should be visually inspected checking all through hull fittings: running gear; anodes and; the condition and adhesion of antifoul (blistering or bubbling under the paint). Note any abnormalities and seek professional advice if needed.

The hull should be thoroughly sanded with "wet and dry" paper wearing appropriate protection. Never dry sand as the dust is highly toxic. Be sure to remove the underwater grates and scrape out the thru hull fittings to remove growth.

Underwater mechanical components should be serviced ie props and shafts/sail drives/ stern legs etc.

Apply masking tape along the waterline in preparation for antifouling.

#### Tips when antifouling

The antifoul can be applied by roller, or professionally by spray which gives a more even and smooth finish subject to how well the surface has been prepared.

Because some brands are not compatible, it is important that the same antifoul as previously used, is applied to inside the through-hull piping as well.

A hard antifoul should not be applied over a soft antifoul.

There are specific areas which should be coated with a different antifoul that does not have constituents that affect the metals. These areas are: Running gear (propellers, shafts, saildrives, sternlegs) and approx a 400mm square of the hull around the saildrive. This sometimes includes a similar area of the hull around the rudder on yachts (depending on what material the rudder stock is made of). Intake grates can be antifouled all over and refitted, and anodes replaced. In all cases with antifoul, seek professional advice if unsure.

#### If you are going to polish your hull topsides

It is recommended that it be done either before you start preparing the under-hull area, or the very last

job before launching. This is because polish contains silicon which is the number one enemy of any boatyard painter. It prohibits the adhesion of the paint. If the boat is polished first the silicon is sanded and washed off in the "wet and dry" preparation and process. If polished last the silicon will not affect the paint that is already applied.

There are some very good silicon based antifoul systems for running gear on the market now.

However, these products rely on the rotation of the propellers at least every two weeks to work most efficiently. If you do not use your boat on a regular basis seek professional advice as to which product is best suited to your needs.

Take care on the waterways and enjoy your time on your boat.

Howard Keegan, Marina and Asset Manager



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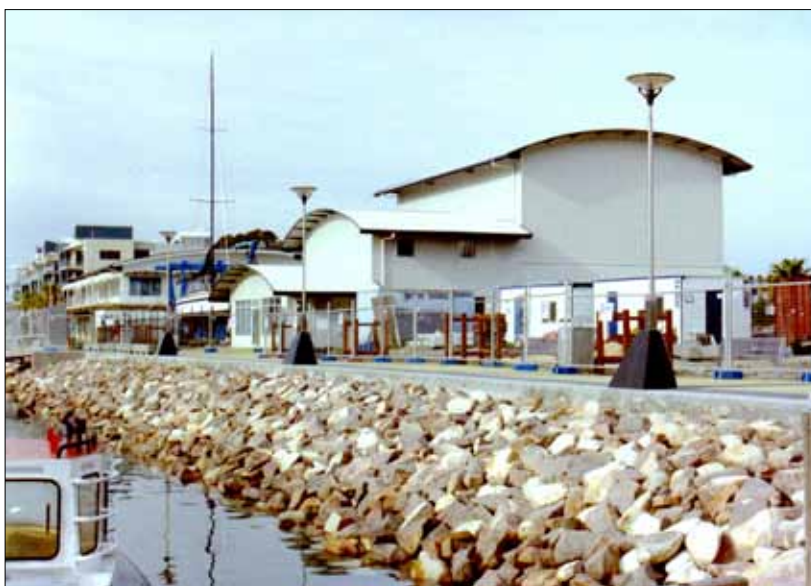




1.



2.



3.



4.

Congratulations to Richard O'Connor's winning entry "NCYC 30 August 2003" (above). Newcastle School Portraits will present him with a 12x18 inch colour print of his photograph.

## Highly Commended:

- |                  |                                |
|------------------|--------------------------------|
| 1. Brooke Hall   | 2. John Curnowoug              |
| 3. Margaret Lees | 4. Rear Commodore Paul Gleeson |

## Category: "Maritime"

All members are invited to submit an image for the Spring 2012 competition.

### Conditions of Entry:

- Photographer must be a current member of NCYC.
- One entry per person per issue.
- High resolution image to be sent in electronic format to [info@ncyc.net.au](mailto:info@ncyc.net.au), or to the editor.
- Deadline for entries: Friday 31st August 2012.

Winner and Highly Commended photographers will receive colour prints of their work, courtesy of competition judge, Newcastle School Portraits.

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### Edition IV – Jerusalem to Jordan

**Len Griffin & Ian Harper**

On leaving Haifa in the north of Israel we had another regimented journey down to Ashkelon in the south of Israel, 5 km north of Gaza. The only incident was the Australian 4th Dimension diving team helping our English friends on the yacht 'Shady Lady' by cutting away a builders bulk goods bag from their propeller. Like so many of the marinas we had recently visited, the Ashkelon Marina doesn't get many visitors so the arrival of 50 yachts was quite an event. There was a band and drinks supplied as we tied up. That night another formal function was laid on for us with local dignitaries and more food and drinks. Flags representing the 16 countries in the rally were again paraded and raised on stage.

Helicopter gunships were a constant sight travelling up and down the coast however they assured us how safe it was there because the rockets from Gaza flew further north, well above this area. We discussed trying to get to Gaza but we had already ignored too many government travel warnings so we thought that was pushing it a bit too much.

One day trip took us to Masada, the amazing desert mesa rising above the Dead Sea and site of the last defiant stand of the Jewish zealots against the Romans in AD66. 'Masada shall not fall again' is the oath now repeated at IDF (Israeli Defence Force) swearing in ceremonies held here. This was followed by a float in the Dead Sea. Another trip was a special day wandering around the political and religious conundrum that is Jerusalem where Judaism, Christianity and Islam have been writing their own versions of history.

With friends from England we left the fleet to Egypt and took a side trip to Jordan. We caught the local bus south through the Negev desert to the border with Jordan at Eilat. After a brief walk through two immigration stations and 'no-man's land' we entered Jordan and arrived in a deserted carpark.

Fortunately our driver/guide for the next three days arrived an hour later. We then drove through the desert for a few hours to our Bedouin camp near Wadi Rum (the film site of the Lawrence of Arabia). The tents were adequate, but dinner and Bedouin dancing (a male thing).

The next day was a 4WD tour through Wadi Rum in the open back of a 1973 Land Rover (the modern camel) and, as we found out after three hours of driving, it

didn't come with a spare tyre or a jack... "These things cost extra!" Our driver mumbled that he knew a friend who could help and ran off over the sandhills. There wasn't much around so we wondered how long we would be here. Then, like out of some strange movie scene, about an hour later we spot the dust rising in the distance and another Land Rover, of equal vintage to ours, pulls up and our driver and a wheel emerged. No tools though, but with a bit of clever Bedouin desert engineering involving rocks as a jack we are moving again. A complete engineering description would require a full article.

Our desert driver/guide was not only a clever bush engineer but freely shared his life story about his way of living and surviving in this harsh environment. We even met his favourite camel along the way. We were surprised when he told us he was very disappointed to



Jaba Rum Campsite Image by Ian Harper

learn that Australians wanted to kill camels. Apparently it was reported on the internet that Australia had, that day, proposed a plan to cull camels in central Australia because of the feral numbers affecting the environment. We weren't that remote!

Petra was our next stop. We stayed in a 200 room hotel and the 6 of us were close to being the only guests. The effects of the 'Arab spring' had drastically affected tourism across the Middle East but with the escalating situation in Syria to the north, tourism in Jordan was non-existent. The ancient city of Petra is a huge complex and so much more than the immediately recognisable treasury building. We had one day there but could have easily spent two more. It should be well up on anyone's bucket list.

We travelled back to Aquaba in the south for our last night in Jordan before crossing the border back to Eilat and a bus trip back to Ashkelon.

To be continued.

Page 3 image: Len showing leadership in the desert when hot air is needed in other areas.

The writers acknowledge Helen's Blog for some of this content.  
For further details and photos:  
[http://web.me.com/helen.griffin/Med\\_Sailing\\_2011/Welcome.html](http://web.me.com/helen.griffin/Med_Sailing_2011/Welcome.html)

## Butcher Boat Wine Club

The inaugural function of the NCYC Butcher Boat Club our new wine and food club was an outstanding success. Diners enjoyed an excursion through some 15 wines from premier wine regions of Germany and Austria with food to match.

The wines were selected and ably presented by guests on the night, Jason Hoy and Damien Hogan, and the food well prepared in the NCYC club kitchen.

Membership of the club is limited to members of the NCYC. Applications for membership are available from the NCYC office. It is envisaged that there will be about 6 events a year, the next one being held on Tuesday 17 July 2012.

The club is looking at an evening with some interesting reds with food to match. The inaugural function of the NCYC Butcher Boat Club our new wine and food club was an outstanding success. Diners enjoyed an



excursion through some 15 wines from premier wine regions of Germany and Austria with food to match.

Kym Butler, NCYC Director/Treasurer



Images by Gloria Thirkell

1. A warm welcome delivered by Commodore Phil Arnall.
2. Kym Butler, President of the NCYC Butcher Boat Wine Club addresses the Inaugural meeting.
3. A great setting for the wonderful inaugural wine and food club function.
4. Jason Hoy and Damien Hogan.
5. Kym Butler, Paul Gleeson and Ross Knights.
6. Chef Bill and Erin, the Function Coordinator.



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## Cruising to Hobart 2011

### “Woodstock” was entered in the 2011 MyState Australian Wooden Boat Festival

I need to give a brief description of the mostly idyllic passage Newcastle to Hobart so that you have some understanding of the choice I made later, the result of which will be the subject of my next article.

The whole regular crew of ‘Woodstock’ would have loved to share the experience of an ocean passage to the Australian Wooden Boat Festival in Hobart. For most of them work and family commitments just didn’t allow it to happen. In the end I skippered a crew of two, Stewart Wheeler and Jon Boer. How Jon managed to get away to join us we are not quite sure! He and Janinna had just married.

All this time later, I still can’t get over Jon’s solo ‘sail-a-moon’. Jon and Janinna’s honeymoon consisted of the car trip to Ulladulla, one night raising up a storm with the Woodstock crew at the local Thai restaurant then a shared carton back on the wharf with a local fisherman and his dog ‘Rastus’. The groom continued the honeymoon on his own sailing aboard ‘Woodstock’ to Hobart. The understanding and tolerant bride Janinna returned by car to Newcastle!

The passage was uneventful until between Tasman Island and mainland Tasmania. There, we found ourselves dodging crayfish pots – not an easy job when the wind came up to about 50 knots in 5 seconds causing ‘Woodstock’ to do a nasty Chinese Jibe. When we eventually anchored in the shelter of Stewart Bay, it took quite a few beers to help us unwind!!

For those interested in cruising this coastal passage I am providing the Course we followed once leaving Ulladulla. A little sleepover in Bermagui and then across Bass Strait. We took a shortcut through Schouten Passage, to Coles Bay where we stayed overnight. Deciding to avoid the Dunally Canal, we overnighed at Prosser Bay before taking the shortcut we wished we hadn’t. Once passing between Tasman Island and Mainland Tasmania we gratefully anchored in Stewart Bay for a much needed overnight stopover. Then Storm Bay, to Hobart and berthed at Derwent Sailing Club to wait for Berth at Constitution Dock when the festival started.

The Wooden Boat Festival in Hobart was a wonderful experience with Woodstock being one of only two NCYC boats to be entered into the event. The first entries from this Club since the inaugural event in 1994.

By Len croft

## Supporting Junior Sailing in the Hunter Region

Newcastle Cruising Yacht Club (NCYC) has provided an Open Bic to Port Stephens Sailing & Aquatic Club for use in its junior sailing training programs. We hope to have the Bics down at NCYC for a regatta or training camp in the next 12 months.

The Open Bic is a durable French designed training dinghy that is being used by PSSAC for its junior and school sailing programs. Sailing programs at PSSAC run throughout the season under the guidance of qualified instructors.



### ON THE BRIDGE with Paul McGrath

**Problem:** Problem: East opens the bidding with one spade, South passes and West makes a pre-emptive raise to 3S. In the system East/West are using this shows four spades and 0-6 high card points. With a weaker hand East would pass but with this great hand West decides to try for game by bidding 4S. East begins hostilities by leading a trump. How would you play to keep this contract on an even keel?

NORTH			
♠ 2			
♥ T542			
♦ KQ9			
♣ KT962			
WEST		EAST	
♠ Q743		♠ AKJ657	
♥ 3		♥ AKQ6	
♦ JT65432		♦ 7	
♣ Q		♣ J75	
SOUTH			
♠ T98			
♥ J987			
♦ A8			
♣ A843			

Solution: page 16



## Supporting Community

### Trivia nights support local groups

NCYC has to date, run fourteen trivia nights, with the proceeds going to eleven different community groups. These are usually run on the last Thursday of each month. Entry is free, with gold coin donations for special rounds. There are lots of prizes, and skins accumulates at \$100 per month until taken out, after which it again begins at \$100.

On occasions "Heliservices, Newcastle and Hunter" has offered helicopter flights as raffle prizes for the night.



Above: Pilot Michael Earp, Steve and Sonia Basich and NCYC member Margaret Fleming, winner of the "Heliservices" raffle for the "Newcastle Special Needs Sailing" charity.

### NCYC is a regular supporter of PHSSC Junior Sailing



Above: Jim and Mary with PHSSC Juniors trophy winners of the "NCYC Ric Bowker Memorial Trophy" and the "Myall Lakes Shield".

Vice Commodore Jim Holley and his wife Mary (Sailing Committee Member), together with Club Captain Ernie Thirkell and his wife Gloria (NCYC Life Member) represented NCYC at the 2011-2012 Presentation of the PHSSC Junior Division. Once again, a very welcome cheque from proceeds of the NCYC Friday night raffles was presented to the Jnr Association. Thanks go to NCYC member Robin Hillery and his assistants for their community spirit and hard work at the raffles.



Above: Ernie Thirkell with the winners of the NCYC Cup.

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## News from Newcastle Port Corporation

### Sponsoring a portside school to improve its environmental imprint

Students at Carrington Public School will be saving water every time they go for a drink thanks to sponsorship from Newcastle Port Corporation for installation of new water-saving bubblers.

School Principal, Teeny Blatchford, said the eight bubblers were high on the list of priorities for the environmentally conscious school and its students.

"Newcastle Port Corporation has been sponsoring our participation for the past four years in the ClimateCam for Schools program which tackles reduction in water and energy consumption," said Teeny.

"As part of the program, our students have been working to achieve eight gold stars but the installation of 3-star water saving bubblers has been slightly difficult because of costs.

"Newcastle Port Corporation heard about our problem and its offer of an additional \$3,000 sponsorship to its ClimateCam agreement to buy and install the bubblers is greatly appreciated."

Students at Carrington Public School have so far achieved six gold ClimateCam stars for energy and water monitoring, waste recycling, trees for carbon, rainwater tanks, dual flushing toilets and an environmental management plan.

CEO of Newcastle Port Corporation, Gary Webb, said the water saving bubblers dispense water on a timer system and will reduce water consumption when operated by a student.

"The eight bubblers will be a great advantage for the school as they will not only reduce water consumption, but also the water bill," said Gary.

"Newcastle Port Corporation is very pleased to be able to assist a school that has been working hard to improve its environmental footprint.

"Once the bubblers are installed the Carrington students will focus on 'smart lighting' to attain their eighth and final ClimateCam star."

**Media enquiries should be  
directed to the  
Public Affairs Officer,  
Keith Powell, ph: 4985 8258  
or mobile: 0409 304 573**

"Woodstock" leaving Newcastle.  
Story page 14.



### ON THE BRIDGE with Paul McGrath

**Solution:** With such fabulous trumps there is a temptation to immediately draw trumps but this would be a losing strategy. Can you see why? One of the things a skipper should do when embarking on a sailing venture is to plot the course to be negotiated – are there any reefs to be avoided or is it likely that unfriendly vessels may be lurking. In bridge terms this means counting your tricks. You can take five trumps tricks and three hearts tricks. You need two more tricks and they can come only from ruffs (trumping losers). So, win the lead in hand and lead a club immediately – do not draw any trumps or your vessel may be dashed on the rocks of uncertainty. South will win and return another trump. Win in hand and ruff a club in dummy. Return to hand with a heart and ruff your last club. Now your trick tally will come to ten and you will reach your destination untroubled.

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## Turkish holiday - part I

### If you want to sail, go to Bodrum

In September 2011 Margaret and I had three weeks in Turkey, the last being in Istanbul for a Medical Congress.

Like all Aussies we had a need to go to Gallipoli where my great Uncle and Margaret's Grandfather served. After that we had time to travel further.



Anzac Cove - Image by Dick Lees

Lonely Planet lists 18 "Top Experiences" in Turkey. Sailing the coast and islands of the south east Aegean Sea appealed the most. We booked a Gulet, a traditional Turkish sailing boat as recommended by Lonely Planet.

It took us nearly two days to drive from Gallipoli to Bodrum to join the boat, but we were distracted by visits to Troy, Pergamum and best of all, Ephesus of biblical fame. It is an absolutely beautiful town located at the south west corner of Turkey. It is a mixture of the old, including the largest Crusader Castle built, looming over the harbour, some ancient Greek and Roman remnants and a modern town that we were told rivals St Tropez in the French Riviera. There is a real sense of opulence, modern clothing and a harbour packed with gulets, modern yachts, power boats and a few commercial vessels such as ferries. The castle houses an amazing maritime archaeological museum packed with salvage from lost Egyptian Phoenician, Greek, Roman and Mediaeval vessels.



Castle and pleasure craft, Bodrum - Image by Margaret Lees

We could hardly believe our eyes when we saw the Gulet that had been hired for just the two of us. It is 27 metres (90 feet) long, has a crew of three and an interpreter/ guide. There was a skipper, a cook/ seaman and a seaman.

We had a massive cabin in the bow and a small cabin each to use as a dressing room. The guide had her own cabin in the stern.

It was air conditioned and the fit out was all mahogany with the best craftsmanship that I have seen. Gulets are traditional woken beamy vessels with lots of deck space,

that are two masted, both schooners and ketch rigged but we did see a few single and triple masted vessels. All are carvel planked. They have a wheel. I did not see a tiller. These days they are all motor sailers. Ours was powered by two 400 hp Caterpillar diesel engines. I can't remember how much fuel she carried, but it was a lot, and 5 tons of fresh water.

"Arielle" was large and luxurious with a full time crew on standby for the owner, a Turk who lives and works in Germany. He and his friends are not really interested in sailing, but use it as a floating accommodation and transport to beautiful places. He lets it for a few weeks a year to make it look like a business. It, like the majority of the others is registered in Delaware, USA, for tax reasons. We also saw other surprising registrations such as Zurich, Switzerland.

To be Continued



Dick at the helm of "Arielle"  
Image by Margaret Lees.



The Gulet "Arielle" - Image by Dick Lees

## Coming Events...

### JUNE 2012

- Tyrrell's Wine Dinner  
Thursday 7 June 2012, from 6.30pm  
Hosted by Chris Tyrrell  
Tickets \$75
- Trivia  
Thursday 28 June 2012, 7pm  
Free entry and Jackpot \$\$\$

### JULY 2012

- Vegas Night  
Wednesday 4 July, 6.30pm for 7pm start  
Run by Rotary Club of Newcastle Harbour  
Dress: Black tie or Dinner Suit  
Tickets \$100 - available from the Club
- NCYC Christmas in July  
Saturday 7 July 2012  
More details to come
- Safety and Sea Survival Course  
Saturdays 9 and 16 June 2012  
Full Course both days  
Re-Accreditation 16 June only  
Contact Chris Griffiths ASAP  
Sea.G@bigpond.com or 0418 442 755
- 'Lunch with Charlie'  
Friday 13 July 2012  
Details on page 6
- Butcher Boat Wine Club  
Tuesday 17 July 2012
- Trivia  
Thursday 26 July 2012, 7pm  
Free entry and Jackpot \$\$\$

### AUGUST 2012

- NCYC AGM  
DATE TO BE ADVISED
- Sailing Presentation Evening  
Saturday 18 August 2012
- NCYC and Stonehurst Food & Wine Evening  
Saturday 25 August 2012
- Trivia  
Thursday 31 May 2012, 7pm  
Free entry and Jackpot \$\$\$

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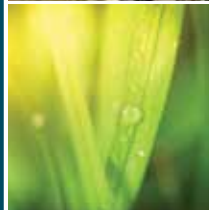
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