

thirty two° fifty five

newcastle cruising
yacht club journal

Funnelweb major sailing challenges 12

sailing the southeast wind 15

you can't keep a good girl down 17

winter 2013

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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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Winter 2013 journal

A quarterly publication

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Editor: Gloria Thirkell

Sub-Editor: Rebecca Stuart & Jan Howard

Cover Photo: John Curnow

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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Memberships cards may need to be shown to get a discount or benefit

Commodore's Message



I must report the untimely passing of Jenny Keegan, member and widow of founder, life member and inaugural Club Secretary George Keegan OAM. Jenny was a great support to George during the formative years of our Club and an active member following his passing. On behalf of members I extend our sincere condolences to Jenny's family and many friends.

At our May 2013 board meeting the board approved a set of By-Laws that will sit alongside NCYC's constitution covering aspects of Club administration and governance. They now appear on our website for members' information.

We have experienced a number of staff changes of note over recent months. Simone Groeneveld, for some time the face of our administration office, has decided it is time for a change of scenery from yacht club life taking up a more full time position in a well-known Newcastle retail shop. We wish Simone all the best and wish her well for the future. Jasmin Campbell recently joined the Club team as a function team leader alongside Sarah Burgess - welcome aboard Jasmin. James Perry, a regular smiling face around the Club, has accepted a permanent position with us, focusing on the areas of marina operations, sailing operations and bar.

A lot has been happening on the sailing front as outlined in Rear Commodore's report later in the journal. I would like to congratulate those sailors who have flown NCYC's burgee with distinction in recent months

Congratulations to NCYC skipper Michael Martin and the crew of TP52 Frantic IRC and ORCi winner in the 416nm Hempel 39th Gosford Lord How Island Race.



Frantic Retrieval
Image by John Curnow

including, Mick Martin and his crew on Frantic and Ivan McFadyen on his Yacht Funnelweb. We wish Ivan safe and fast sailing in his further endeavours in the Transpac yacht race from San Francisco to Hawaii and look forward to his stories on return to Newcastle.

Our annual celebration of sailing occurred in April with a very successful sailing presentation night organised by the Sailing Committee. Well done to all involved in making the night such a great success.

2013-14 is shaping up as an exciting sailing season for NCYC and we all look forward to a well patronised winter sailing series and some great regattas over the next 12 months culminating in the Audi Australian IRC Championships over Easter 2014.

Back on to more formal issues, NCYC's Annual General Meeting will be held during July and more details regarding this important annual Club event, will be published soon.

Finally I must record the Club's gratitude to our hard working newsletter editor, NCYC Life Member, Gloria Thirkell as this will be her last edition in this role. Gloria has decided to take a break and we wish her well. Gloria has been a key supporter and worker in this Club since soon after its inception and we have all benefitted from her efforts. Thanks Gloria and best wishes.



Phil Arnall, Commodore

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Chief Executive Officer's Report



Despite some wet weekends in February and March the back half of summer and autumn have been relatively busy around Newcastle Cruising Yacht Club.

Some great yacht racing and other boating events including Australia Day, a couple of game fishing social functions and the 'Up the Creek BBQ' are indicative of the Club's determination to include

NCYC's wider boating membership in club activities.

With the strong winter westerlies approaching, I strongly urge all marina occupants to regularly check their lines and ensure fenders are correctly positioned. Where necessary NCYC's dock staff will contact boat owners whose vessels are not appropriately moored, requesting lines be re-tied or replaced if old.

While on marina matters, I would like to draw all boat owners' attention to the NCYC's Marina Rules which indicate that marina arms are to remain clear. In the interests of maintaining a clean, tidy and safe marina for all members of the yacht club, please comply with this requirement. In addition to making our marina safer, keeping our marina arms free from 'boat bits', bikes, hoses, dinghies etc. will assist greatly in maintaining the visual amenity of the facility and our ability to lure more boats to use our wonderful marina.

Recently NCYC has been grappling with the issue of debris in the Hunter River caused by significant flooding. If you decide to haul debris out of the water, namely branches, please remove it from the marina by placing it in the bins provided or in the large skip bins in the car park. Leaving logs and branches on the marina fairways and fingers poses significant OH&S hazards and makes the marina look untidy. For large logs that cannot be dragged from the water but which are causing damage to boats, please safely attempt to tie up the logs and notify NCYC dock staff who will do this best to remove the debris as quickly as possible.

During peak flooding, which luckily is rare, debris in and around the marina is an issue which NCYC struggles to cope with by itself. To date the Club has raised this issue with various stakeholders in an attempt to obtain assistance to deal with the problem. However to date this has been a relatively fruitless exercise with the only assistance coming from local RMS boating safety officers who have very limited ability to help us. NCYC will continue to look at ways to obtain more assistance and be better equipped for managing this challenge following the next heavy rain. After the next flood event, NCYC intends to mobilize members to assist with the clean-up process. If you're interested in

assisting please contact the office and we will include you on the list of helpers.

Winter is always a quieter period around the Club. I encourage all members to support the Club over winter, try some of The Galley's winter specials and consider attending one of the functions Mike and the team are planning for the cooler months.

Richard Howard, Chief Executive Officer

Our TP52 Southern Cross Cup 2013 experience

By Mick Martin, skipper of TP53 Frantic

As a bit of a preamble, The Gosford to Lord Howe Island race results were a real buzz, as this was our first IRC win. Then, more adventure with the delivery from Lord Howe Island to Melbourne, being a real accomplishment: ie. the last nasty leg with only four up including one chronically seasick crew member and we got "Bass-straighted!"

We knew we would miss the first days racing of the TP52 Southern Cross Cup series, but having ripped our mainsail and losing two jerry cans over the side on the way down, wasn't going to stop us. Port Phillip Bay is an amazingly big paddock with real top end sailing against the likes of John Bertram and Mark Richards. It doesn't get better than that. Frantic was in there for the experience and we had a great time getting it.

The composite, Newcastle, Sydney, Melbourne and NZ crew went very well, particularly since we were up against professionals and lighter inshore boats. Our heavier offshore equipped boat was a disadvantage. The whole experience reaffirmed that despite this being a huge learning curve, we still have a lot more to learn but we had a whole lot of fun doing it.

Our projected progression for the coming season is: TP52 Series in Sydney Nov 2013, Rolex Sydney Hobart, Dec 2013; Royal Geelong Yacht Club's Race Week, Jan 2014; The Sandringham Yacht Club's TP series, Feb; Lexus Adelaide to Port Lincoln Yacht Race, March; Lexus Lincoln Week Regatta; ORCV Melbourne to Grassy (King Is.) Race, March (across the nasty bit of Bass Strait, between Tasmania and the mainland.) Then back to NSW for the Southport Race in July 2014.

Lake Macquarie Yacht Club visitors welcomed

On Saturday 13 April, NCYC was pleased to once again, host a visiting fleet from Lake Macquarie Yacht Club Cruising Division. Their 17 boats were part of a total of 62 visiting vessels in the marina for the weekend of the two feeder races to Sail Port Stephens.

Most crews on stopover in the marina, chose also to dine and socialize at the club. Feedback has been effusive regarding both their welcome to the Marina and the great cooperation and service of the club staff, not to mention the beautiful meals!

NCYC - Our Club

STAFF PROFILE Jasmin (Jaz) Campbell

Has recently joined NCYC as function team leader, a role which allows her to assist our Events Coordinator when needed, and otherwise work in the bar.



Jasmin has been working in hospitality for over 10 years in Brisbane, the Gold Coast and Newcastle. She has a background in Conferences, Meetings and Events as well as spending a bit of time in cafes and restaurants. This broad skill base has provided both knowledge and experience which will be a valuable asset to the Club.

Outside of 'work', Jasmin is quite active and is interested in personal training and fitness as well as paragliding and flying. She also has two sons who keep her on her toes!

THURSDAY NIGHT MEMBERS DRAW

Up to 4 draws per night:

6.15pm, 6.30pm, 6.45pm & 7pm

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

TRIVIA NIGHT

Proceeds to Marine Rescue Newcastle

Thursday 27 June 2013

7pm in the marquee

Support those who
"watch our backs"

Raffle drawn on the night

Contact Sarah to register your team
or to donate any prizes for the evening.

P - 02 4940 8188 **E** - functions@ncyc.net.au



When: Saturday 8th June

Time: 8.30am - 4pm

Where: NCYC Marquee

Price: \$115 per person

Registration: At NCYC Administration Office
or by phone: 940 8188

**Pre-course
requirement:** Completion of a work-book
which can be collected from
the NCYC Administration Office

APPLY FIRST AID COURSE



Boating Safety forum 1

for anyone: Cruisers, Racers, Game Fishing,
Powerheads, Kayakers etc

Club Marquee • Tuesday 18 June 2013

No charge • 7:30 - 8:45pm

Discussion & demonstration & how to use
inflatable life jackets; EPIRBs; PLBs; AIS

Presented in the interest of your safety by:
Chris Griffiths, Master Class

Boating Safety forum 2

for anyone: Cruisers, Racers, Game Fishing,
Powerheads, Kayakers etc

Club Marquee • Tuesday 2 July 2013

No charge • 7:30 - 8:45pm

Inflating a life raft. Safety items in the life raft.

Setting off emergency flares.

Other attention seeking devices.

Presenter: Chris Griffiths, Master Class

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Rear Commodore's Message



One of the last few months' highlights was the Auto Advantage Newcastle to Port Stephens Race on Sunday the 14th of April. There were 36 entrants in the race including 10 NCYC yachts. The RPYC raced to Newcastle from Pittwater on the Saturday

before and 9 of these boats joined us for the race on the Sunday.

The Yacht Club was a hive of activity on the Saturday night. In the morning the club's catering staff, capably assisted by the breakfast volunteers, performed very well handling the 150-200 sailors breakfasting on the Sunday before the race to Port Stephens. It was great to see a return of the volunteers and I hope that they will be back assisting us on Race Days with their breakfasts.

Because of lighter conditions the start was moved to a line off Stockton Bight and the finish, a line at the Port Stephens light house. The conditions made it a tactical race with the boats hugging the beach generally benefiting.

The race was won by Iota (J McNamara) LMYC, followed by Secret Men's Business (R Curtis) RPYC, followed by Nine Dragons (B Cox) from MHYC, with Long Time Dead (M Fensom) in 6th position, proudly leading the NCYC fleet of nine boats.

The NCYC race management excelled itself impressing the participating boats and proving its abilities to be of National standard. This standard will pay dividends at next year's Australian IRC championships to be held at Easter at our Club following next year's NSW IRC championships at Ports Stephens.

Sail Port Stephens was held during the following week. The regatta was held in weather varying from delightful and sunny to inclement, gusty, cold and windy. The best performing boats from Newcastle in Performance Racing were PT 73 (T Lobb) 5th, followed by Concealed Weapon (B Kelly) 6th, with Schouten Passage (R Howard) finishing up with a credible 4th position in the NSW IRC Championship in Division 2.

On Saturday 27 April we held our Presentation Night

which was well attended. Again, the club house proudly demonstrated its capacity to handle such functions. Both the meal and the organisation were superb.

On April 11 a Sailors' Forum was held at the club. This evening was well organised and hosted by John Searl and Michael Agripilis. The meeting broke into various discussion groups and recommendations were made by each group. The results were then reviewed by the Forum. These will be discussed at the sailing committee level and then submitted to the Club generally for the future direction and development of our sailing. The enthusiasm of the meeting was inspiring.

The Winter Series is due to commence on 26 May and with an offer of free berthing to visiting yachts we anticipate it being a well-attended series.

Another significant highlight of the period was NCYC's Frantic, a TP52, skippered by Mick Martin winning the Lord Howe Island Yacht Race, our club's first win in a Category 1 race. Well done Mick! An outstanding effort was Ivan Macfadyen's Funnelweb completing the Melbourne to Osaka Yacht Race. Well done Ivan! Again, we showed for a relatively small and young yacht club, we do punch our weight in the Australian off shore racing scene.

The calendar for next year is being finalised and in consultation with other clubs so as to maximise their participation in our competitions.

Again the Inner Spring series will commence the season in September. This year's sponsor, EnviroPacific Services, will provide support to ensure the event's success of last year will be repeated.



Kym Butler, Rear Commodore



A Auto Advantage Newcastle to Port Stephens Race - Image by Greg Jackson

Social Highlights

Presentation Night for the 2012-2013 Sailing Season

Winner of both the Founders Bowl & IRC Trophy

Anger Management Skipped by Phil Arnall also won: the PHS Div 1 SpSOP; the overall Spring/Summer Short Ocean Pointscore Perpetual Trophy for PHS Div 1; OP PHS Div 1 trophy and; the Lion Bird and Cabbage series PHS Trophy. IRC SpSOP; IRC SSOP; IRC Trophy for the Sp/SSOP; IRC trophy for OP series and; Lion Bird and Cabbage series IRC Division. Phil also won the Gun Boat Trophy for overall number of line honours. The trophy was donated by Allen Fairhall. (Image 1: Commodore Phil Arnall.)



Winner of the NCYC Cup

Tamarillo skippered by Ross Knights also won: PHS Div 2 SSOP Perpetual Trophy for PHS Div 2. (Image 2 with NCYC Vice Commodore Jim Holley.)

Winner of SSOP PHS Div 1: Novocaine skippered by Vaughan Stephens. (Image 4 with crew and their wives.)

NCYC's Major Keelboat Trophies

- Founders Bowl PHS Division 1
- NCYC Cup PHS Division 1
- IRC Trophy

Winner of OP PHS Div 2: Warrain skippered by Robin Hillery. (Image 8 with crew. Image 11 with Joe DeKock.)

Winner of COP One Division: One for the Road skippered by Kym Butler. (Image 3, with Petro Gleeson.)

Winner of Club Marine Spring Twilight, One Division.

Long Time Dead skippered by Matt Fensom. (Image 6 LTD crew without the skipper.)

Winner of the Club Marine Summer Twilight One Division Series. Aurora (the skirts.) skippered by Mary Holley. (Image 8 with Jan Howard, fellow "Skirt".)

Winner of NCYC Best Performing Yacht in Rolex Sydney to Hobart Race was Aurora skippered by Jim Holley. (Image 2 with Ross Knights.)

Winner of the NCYC Summer Laser Pointscore was Philip, skippered by Phil Ashley Brown. (Image 12 James and Richard collect Phil's prize.)

Winner of the Tenacity Award was Len Croft, skipper of Woodstock. See the story behind the award (You can't keep a good girl down), on page 17.



Laser Sailing at NCYC

Lasers 2012-2013

By John Searl

In only its second season the Laser fleet has grown from 3 or 4 regulars in 2011-2012, to a core group of 13 regulars of all ages and abilities joining in the spirit of Laser Sailing at NCYC in 2012-13.

Season Champ



Founding Laser member Phil Ashley Brown grabbed the "chocolates" by winning the point score convincingly with consistent performances week in week out. Well done Phil.

Other award winners

Most Understated: Paul Beath – talking yourself down when you can really sail.

Most capsizes: Josh Harris - stole the record late in the season from Rich Arnall.

Biggest choke: Phil Ashley Brown - Sailing from second to last in light flukey conditions when his title was on the line.

Excellence in Timekeeping: James 'Race Officer' Perry - consistently starting the race a minute early.

Thanks to James Perry, Pete Hartigan and Ray Blackburn for their help in starting each week and the fantastic support from the NCYC in assisting in all aspects of Laser sailing.



Images on this page by Ray Blackburn

ON THE BRIDGE with Paul McGrath

Problem: The weather is fine, the water is calm and there is a gentle breeze blowing that an experienced sailor may wish was a little stronger. A similar frame of mind might be found in a bridge player faced with the following situation. North/South in the deal shown have bid to 6NT – a small slam (twelve tricks must be taken). West leads the spade jack and on viewing dummy's cards declarer, South, wishes he had bid more forcefully to 7NT as thirteen tricks look easy. Resignedly declarer calls for dummy's ace and East shows out. The gentle breeze has just risen to gale force! How can declarer skipper the craft to avoid blowing the now not-so-modest contract?

NORTH

♠ AAKQ543
♥ AJ96
♦ 653
♣

SOUTH

♠ 76
♥ 543
♦ A4
♣ AKQJT4

Solution: page 20

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Category: "Maritime"

All NCYC members are invited to submit an image for the Spring 2013 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 Thursday 1 August 2013.

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

Highly Commended:

1 - Craig Wakefield 2 - Greg Jackson 3 - John Curnow



Funnelweb's major 2013 challenges

Australia's longest Category 1 yacht race. The Melbourne Osaka Cup

Congratulations are extended to Ivan MacFadyen skipper of Funnelweb, and First Mate Will Parbury, for their great effort representing NCYC in the 5,500 nautical mile 2013 Melbourne Osaka Yacht Race. Funnelweb was part of the "middle fleet" which started into difficult conditions on 24 March, a squall hitting within hours. 40 knot headwinds for the first week caused a lot of damage, including torn spinnakers with Funnelweb's heavy weather kite shredded.

On 24 April Western Australian boat Optimus Prime took line honours after 32 days at sea, with Wasabi and then Escapade not far behind. The rest of the fleet was still spread over 1300 nm of Ocean. Funnelweb, just over 650 nautical miles from the finish at that stage, stuck in the doldrums and with Ivan's Panpac Race commitment in America, announced its retirement to Race Management. Ivan, determined to remain under sail as long as possible, continued sailing, and crossed the Finish Line in Hokko 37 days after leaving Melbourne. Despite the official retirement, full honours were given to Funnelweb by the Race Committee.

Ivan and Will had overcome a series of disasters. On the edge of the doldrums' area, they wrapped their last Asymmetric kite around boat and rig, forcing a virtual stop for 12 hours as it was cleared. Only 280 nautical miles SSE of Osaka, they were "laying ahull" in 55 knots.

After enjoying the full hospitality of the Race Committee and the Japan Yacht Club, including the formal celebrations, Funnelweb was put to order and restocked for the coming long haul across the Pacific.



A Key: Blue line indicates Ocean Races competed
Red line indicates cruising course

Taking the long way Home Including the Transpacific Yacht Race

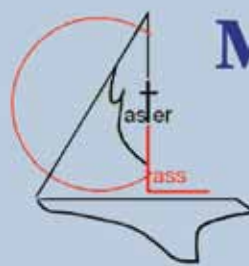
Funnelweb will return from Japan to her permanent berth at NCYC via an ambitious journey across the Pacific Ocean in two directions.

The planned trip of five approximately equal length stages, has been well prepared to the extent that all necessities have been shipped to Japan to be collected after the finish of the Melbourne to Osaka race. Crew changes have been organised at each of the destinations, as most crew can't spare the time for the full trip.

At the time of printing this issue, Funnelweb is expected to have completed the first 2,500 nautical miles (approx) with the crew now celebrating in Honolulu. Due to start in early June, the second leg is scheduled to include a three to five day stop over to view the America's Cup.

Fulfilling one of Ivan's long term dreams, Funnelweb is registered to compete in the 47th Transpacific Race (Transpac) from Los Angeles to Honolulu in Hawaii. In late July, she is to begin stage four, departing Honolulu for Vanuatu. The fifth and final exciting leg is over a mere 1400 nautical miles returning home to Newcastle Cruising Yacht Club.

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Butcher Boat Wine Club

GRENACHE NIGHT

The 'Grenache' night held on 12 March was an outstanding success and a sell-out. We even had people on the waiting list. The wines were capably presented by Andy Stewart of Vintage and Wine, wine importers, supported by Damian Hogan of Lambton Cellars. Many thanks for the effort spent by these guys in making the evening the success it became. The impressive wines were predominantly from the Southern Rhone region of France, with the inclusion of the Australian Jasper Hill Grenache.



The evening commenced with a non-vintage Paul Bara Brut Reserve prior to negotiating its way through such gems as the white Mount-Redon Chateauneuf-du-Pape Blanc, with the 2010 La Barroche Chateau-du-Pape being the standout in an illustrious field.

A total of 15 wines were tasted including wines from St Damien, La Barroche and Domaine de Villeneuve.

The Coolahan brothers Chris and Andrew, our guest chefs for the night aided by the NCYC kitchen, surpassed the high expectations placed upon them. We enjoyed a five course meal commencing with Tartare of Yellow Fin Tuna followed by Boudin of Confit Duck, Slow Cooked Lamb Cutlets and finishing with Valbrona Chocolate Opera Cake and Yoghurt Sorbet. Thanks Chris and Andrew. It was a culinary delight.

The proposed future evenings of the club include a Hunter Wine evening, a visit to a local vineyard, a barbeque picnic and a more conventional wine club evening with masked wine and options games. It is proposed to hold our next night on Tuesday 25th June. It is anticipated that future functions may be limited to Butcher Boat Club members. To become a Butcher Boat Club member you must firstly be a member of the NCYC.

Kym Butler,
President NCYC Butcher Boat Club
Rear Commodore NCYC

Page 3 Image: Left to right - Andrew Coolahan, Christopher Coolahan, Andy Stewart, Melinda Ford, Kym Butler and Damien Hogan - Image by Gloria Thirkell



"Long Time Dead" skippered by Mat Fensom gained 6th position of a fleet of 36, in the Auto Advantage Newcastle Port Stephens Race - Image by Greg Jackson

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I bought "Aktio" in Greece & sailed her home - part 2

By Steve Girdham

My adventure began (8 Nov 2011)

We sailed for only four days of the four week crossing of the Mediterranean to Gibraltar, one of which included 20 hours at 30+ knots of wind in 3m seas.

Gibraltar



The girl crew who hadn't sailed before, left "Aktio" at Gibraltar to be replaced by an Englishman I met in Greece. He was the owner of a 40 foot yacht and in retrospect I believe that probably the better option for selecting crew is to get someone who can cook, doesn't get seasick, has a good personality and is willing to learn.

In light of our recent experiences, equipment was modified and rearranged as follows: Covers on safety lines to prevent chafing; a second spinnaker pole allowing tacking or jibing without leaving the cockpit and; an EPIRB was moved to the cockpit to be accessible from the steering station. I had discovered that my auto pilot was only good to about 10k and 2m seas, and was wishing I had a Quadrant auto pilot.

Crossing the Atlantic

We passed through the Strait of Gibraltar into the Atlantic Ocean, past the Canary Islands and on to St Lucia in the Caribbean (a sea of the Atlantic Ocean). My English crewman was into astronomy, so on clear nights we turned off the instruments and sailed by the stars. We had Venus on the mast then Jupiter off the Starboard spreader.

There were flying fish by the minute and 3" squid all over the deck at night. The spinnaker pole came off a few times and bounced around the deck – of course, this always happened at night. Our maximum speed was 19.2 k down a wave! The hull was humming and we had a bow wave half a metre above the gunnel. I kind of got used to it as this happened on four or five occasions.

Three hundred and fifty miles North of St Lucia (West Indies) the auto pilot packed it in. I attribute this to the crewman refusing to follow my rule not to use the auto

pilot when doing over 10kn. We also incurred \$2,500 worth of damage to the satellite phone and docking station.

While crossing the Atlantic I was able to organise for a new auto pilot from England and new docking station from Australia to be waiting for me at St Lucia. I can't state strongly enough that a Sat phone is a must.

Coming into the Caribbean, the seas got bigger. We had a running sea that got a bit fractious and started coming over the back. One wave was about 3m over the solar panels. I was slammed into the wheel when I stood up to steer and the seat was ripped out. My problem was solved by making a dummy seat out of a piece of wood.

We left the Caribbean via the Panama Canal



The outlay for my 38 foot yacht to go through the Panama Canal was approximately \$1000. This included the cost of an "advisor" (pilot) and the hire of lines and fenders which were plastic-wrapped tyres. This was easiest arranged if you used an agent whose fee to also arrange the line handlers necessary (other than the skipper) was \$250. As I still had the crewman at this stage, I only had to hire three. There was a raft-up of three boats alongside each other and a tanker behind.

I was told that the total for a tanker or freighter to go through the Panama Canal is in the vicinity of \$25000, and for a cruise liner, \$500,000. It's understandable that the authorities were not fussed on yachties, if you use the analogy of the most expensive restaurant in the world still having to service customers buying only a coffee.

No pumps are used for the crossing as all the locks are gravity fed from Gatun Lake. The original gates from 1914 were still in use when I went through the canal!

Due to continuing piracy in the Suez, a new set of gates believed to have cost in the vicinity of \$4.2 billion and large enough to take the Cape Class ships is probably now in service. After going from the Atlantic up to Gatun Lake the boats stay overnight then another advisor boards for the passage down to the Pacific.

In Panama

I bought a padded boating seat and screwed it to the board. The extra VHF radio with its own external aerial, power etc was then attached below it. This was much more comfortable and secure. It was here that my crewman departed and I continued as a solo sailor.

To be continued.

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

Part 3 Port Douglas to Darwin in two weeks

By Peta Broadbent (Passage Diary Extracts)

Delivery Skipper: Morrie Morgan

Delivery Crew: Peta Broadbent

28th April

Noon position 16.15.8S. 145.30.7E 1000 depart Port Douglas. 1400, sailing, ESE 15-20 knot Trade Winds, easing to 10-15 in the evening. Will keep to shipping channels travelling through the inner reef. Channel is less than 1 mile wide at some points so watches now 2 hours. 2300, round Cape Flattery.

29th April

Noon position 14.09.2S. 144.19.6E. 24 hours: 163.5nm. Wind SE 10-15 knots. Australian Customs aircraft buzzed and radioed. 1000 abeam Cape Melville heading for Flinders Island, 15nm west of the Cape. Sailed for 22 hours, mostly at 6.5 to 7.5 knots. Motor down the Owen Channel. 1315, at anchor.

30th April

Noon position 13.54.4S. 143.42.7E. Overcast and cool. 0550, depart Flinders. Doing over 7 knots with genoa on flat water in steady 10-20 knot SE. Abeam Cape Weymouth at 2315.



Darwin waterfront precinct - Image by Morrie

1st May

Noon position 11.57.4S 143.12.4E. 0500, near Clerke Island light off Cape Grenville, AIS shows 'Trinity Bay' approaching from the north and 'Ever Shining' coming up behind us. We radio 'Trinity Bay' that we will keep to the edge of the channel and pass green to green, allowing the two cargo ships to pass red to red as they need to stay in the channel. 0630, anchor Margaret Bay. 167.5nm from Flinders Island sailing. Head off again at 1645 bound for the Torres Strait. Squalls to 30 knots.

2nd May

Dawn position 10.45.2S 142.37.1E 0415, reduce genoa waiting for daylight to enter Albany Pass. Washed through in half an hour at 8-10 knots. 0720, abeam Cape York. 0945, anchor at Horn and take ferry to T.I. Tied our two man inflatable dinghy at the ferry wharf amongst the local's large tinnies.

3rd May

1300, depart. SE 15-20/20-25 knots. Two warships off



Peta at Thursday Island - Image by Morrie Morgan

Friday Island. 1335, hoist sails, set course for Cape Wessels, 300nm across the Gulf of Carpentaria. 20-25 knots all day.

4th May

Noon position 10.48.9 S. 139.37.7E. 22 hours: 150nm. Early gusts to 30 knots and up to 2m sea. The Gulf is less than 60m deep. Received call from another Customs Vessel.

5th May

Noon position 10.53.3S 136.57.2E 24 hours: 158nm 1330, abeam Cape Wessel two days since leaving T.I. 220nm across the top of Arnhem Land to New Year Island.

6th May

Noon position 10.53.7S. 134.13.7E. 24 hours: 161nm. Wind easing to 15-20 knots. Steady breeze with 1m swell. Running genset every 3 hours for 3 hours. Watermaker is playing up. Buzzed by Australian Patrol Aircraft 66. 2200, round New Year Island for Cape Croker.

7th May

Noon position 11.17.3S. 131.42.1E. 24 hours: 158nm 0135, abeam Cape Croker, both on deck in thunderstorms and heavy rain, keeping a lookout for trawlers. 1000, motor through the strong current eddies. 1125, abeam Cape Don, the most westerly point of Arnhem Land's Cobourg Peninsula. Turn into the Dundas Strait into Van Diemen Gulf. The warship 'Broome' passes us. Washed through Howard Channel, into Clarence Strait at SOG of 10.6 knots.

8th May

0130, both on deck approaching Darwin in light N-NE breeze. All marinas in Darwin are entered via locks because of the huge tides. 0230, wait in Fannie Bay near Darwin Sailing Club for high tide of 7.9m then motor around the peninsula towards Francis Bay. A couple of warships are patrolling the harbour. 0800, tied up in the marina. Only a quarter of a tank of water left.

9th, 10th and 11th May

Repairs to watermaker and steaming light. Acquire an Indonesian courtesy flag. Arrange clearance for departure at Darwin Customs office.

TO BE CONTINUED

“UP THE CREEK BBQ”



Wow, what a Day! NCYC's flotilla was literally "Up the Creek" on a perfect Autumn Day - Images on this page by Mike Eggleston

By Michael Thrift, NCYC Club Manager

A fun family day and an event for all club members, the inaugural NCYC's end of summer "Up The Creek BBQ", was a resounding success.

On the 28th April 2013, ten boats from NCYC joined James and Lenny on "George Keegan" along with Kevin and Crew on "Wombat". Their destination was Ash Island where fellow Members and Guests of NCYC's flotilla moored and later enjoyed BBQ and drinks provided by NCYC clubhouse and cooked by the staff. A special thanks to Kim and Ross Elliot for the generous contribution of additional meat, despite the fact that they would be unable to make it to the BBQ. We couldn't have asked for a better Autumn day, a great way to farewell the Summer sailing series.



Well known NCYC Staff members James, Christian, Michael and Sarah, excelled themselves to provide the finishing touches for a memorable day

All attendees are looking forward to the next "Up the Creek BBQ". Hopefully the flotilla next year will be joined by many more members and guests. Those not willing to negotiate the North Arm by water can use the access off Maitland Road.





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You can't keep a good girl down

By Kris Rickard

Sunday 25 November 2012 started like any other race day at NCYC, with crews mingling and socializing over breakfast. I've crewed for six years on my brother's 38' timber yacht, Woodstock, and still become energized as anticipation of a race gets the adrenalin going.

In perfect sailing weather, we were the first boat over the start line off Newcastle Baths, with the next marker in sight and nothing to stop us. Beating brother Len to his standard sailing punch line, "How good is this people?" got the usual positive response but a sudden loud cracking and smashing noise stopped all chatting among the crew. Thinking the mast had snapped, I was stunned to find not the one mast broken, but two masts whole. We were T-boned on the port bow by Summer Salt.

Everything happened so fast. Len gave orders and we hurried to our tasks without hesitation. To me it was "Sis, get the main down." With no time to get the ties, I dropped it and wrapped it with its own halyard while Stewart pushed Summer Salt off us. Going below, Paul and Matt found that the other bow had pushed at least a metre into the V berth leaving a hole about 900 cm x 120cm. Len set Stewart to furling the heady, Matt and Kathy to bailing, then he helped Paul to pack the hole with the biggest soft things that could fill the hole, namely mattresses and the spinnaker bag.

We all pitched in to get rid of the now ankle deep water. Kathy had trouble as she was too short to throw the water out of the hatch. With the water gaining on us, Len told Stewart to start pumping the bilge and me to take the helm and go flat out towards Nobby's and the harbour entrance. He checked the situation below.

The seas didn't help. Woody was rolling up and over the waves, but coming down each wave, she took on more water, making it impossible to keep her steady. The boys had stemmed the hole well, but water was still coming up through the bottom of the port side. Summer Salt had gone through the hull deeper than we realized and there was no access to it.

Meanwhile behind us, the crew of Marta Jean radioed the committee vessel George Keegan. Race officials Greg and James responded quickly. Standing off they yelled that Woodstock was blowing black smoke. This meant water in the exhaust and it wouldn't be long before the engine would stop. Len's next urgent instructions were: "Turn the engine off and everyone get off Woody NOW".

Kathy passed all the crew's gear from the rear quarter berth to me and I passed it to James on the CV. We did the same with whatever we could of Len's things. We got his computer and some paper work, but forgot his wallet and car keys.

Then with the water already up to the cockpit, the crew got off, climbing up not down to get from the yacht to the inflatable CV. I think I was the fourth person off and Len was the last.

I will never forget the surreal sight of Woodstock headed to sea, sinking quietly away from us. Reaction finally hit me when we were all safely aboard the George Keegan. Tears were streaming and everyone went quiet as they watched in disbelief. Only 12 minutes from race start, Woodstock had sunk. I clearly remember the numbness I felt.

Len said later that he felt humbled by the number of offers of help and money that he received from club members, friends of members and strangers who had heard about the accident Woodstock's sinking.

7:30 am Monday 25 November, together with two divers we left the marina aboard NCYC's other CV, Wombat, to search for Woodstock. We went to the coordinates James had recorded when he helped us from the almost submerged Woodstock. Len was first to see the long shape on the sonar, about 100m to the South East of our weigh point and in about 30 m of water. One of the divers, Greg, checked visually and reported that she was lying gracefully on her side nestled on a sandy bottom, intact with no other marks on her. All her sails were still tied up tight. We put a white foam buoy over to mark where she was lying.

The following Wednesday, the salvage crew found that the buoy was gone. This caused 3 hours of wasted time as big swells caused mis-readings on the sonar. We set a bigger buoy along with a new set of coordinates, but the salvage had to be delayed. It was four days later, watching from Fort Drive, that I saw Woodstock's mast pop out of the water for the first time in 11 days.

An inflatable balloon was attached under the boom close to the mast and two more were attached forward and aft to bring Woodstock up. Nearly an hour later, on an angle, mast tilting to port and sails unwrapping around the mast, the salvage crew got her to the harbour entrance.



Bringing Woodstock through the heads - Image by Greg Jackson

By Ian Butler

**General Manager/Managing Director,
State Dockyard (1972 - 1978)**

Muloombinba ownership chain

Built in Japan to the State Dockyard's own design in 1977, it was leased by Varleys for a short period before being purchased from the State Government by Forgacs. Almost thirty five years after it was commissioned, Muloombinba was purchased by an overseas company operating in the Port of Walvis Bay on the West Coast of Africa.

"The Nambian" newspaper ran an article saying the dock had been purchased by EBH, Namibia, becoming their third floating dock and increasing their capacity to dock vessels in Walvis Bay by approximately 60%. It mentioned that approximately 70% of vessels currently serviced on EBH Namibia floating docks are anchor handler tugs and platform support vessels operating in the oil and gas industry of West Africa. The remaining 30% consists of seismic vessels, subsea construction vessels, dredgers, tankers and container vessels. The Muloombinba with the heavy lift floating crane, Hercules, aboard, departed Newcastle in December 2012 being towed to Namibia via Singapore.

When a ship has been launched:

After launching, the ship is fitted out and then docked to check the underwater structure and fittings and to paint the bottom.

Docking considerations

When lifting a ship, the length, breadth and weight as well as the shape of the ship's hull are all considered when determining whether or not the particular dock is capable of handling the job. "Lift Capacity", also referred to as the "floating dock lift", is the weight limit for the dock. The weight of the ship is determined at the time of docking as it varies according to cargo, crew, fuel and effects at any particular time. The hull shape also needs to be determined in advance so that the necessary supporting blocks can be prepared in readiness. For example, merchant ships have flat bottoms in contrast to navy ships.

Describing the weight of Ships:

This is an interesting concept for those of us who live adjacent to our working harbour and frequently hear the size of ships glibly described. In fact, different criteria are used for different types of vessels and different circumstances. Merchant Ships are described in terms of "Dead weight Tonnage". The Dead Weight is what the ship can carry such as cargo, fuel, crew etc.

A single merchant ship would for example, be able to

Oooops The first ship docked in Muloombinba, named as "Selwyn Range" in my previous article was in fact the "Flinders Range"

carry a greater bulk of coal than it could of iron ore, as the two substances weigh differently.

Cruise Liners and Navy Ships etc are conversely described in terms of volume as "Gross Tonnage". 100 cubic feet is equal to one ton. For the more technically minded, the specific term usually used by Port Authorities in relation to port charges is Net tonnage. Net tonnage is the Gross tonnage minus the exempt spaces.

1974 a New Graving Dock for Newcastle was announced

On 13 March 1973, the Minister for Transport and Aviation, Mr C.K.Jones, announced that the Federal Cabinet had approved a Commonwealth grant for the construction of a new graving dock at the State Dockyard. Unfortunately this never came to fruition.



Photo published December 1974 is an aerial view incorporating an artists impression of the then proposed Stage 1 developments showing the new dock area and wharves, the access road, bridge modifications and car park. Note the intended Graving dock in top left of the photo.

NCYC's Friday night raffles

These are fundraising events with sponsored prizes. Ticket sales start at 6pm with the draw at 7pm.

Proceeds have historically gone to the Junior Division of the Port Hunter Sailing Skiff Club and to the Westpac Rescue Helicopter which assists in maritime Search & Rescue Activities in the Hunter.

This year we have added the Mission to Seafarers, Newcastle, to the group of recipients. Their first cheque from raffle proceeds was presented at the NCYC on 3 May.

Vice Commodore Jim Holley handed over a similar cheque to PHSSC Juniors at their annual presentation evening at which he was also asked to present the NCYC Trophy to the winning crew. Richard Jones, General Manager, has once again been asked to accept the NCYC cheque on behalf of the Westpac Rescue Helicopter Service.

More about Junior Sailors

Port Stephens Sailing and Aquatic Club has had regular use for the Open Bic, "Newcastle Cruising Yacht Club", in its junior sailing training programs for the past twelve months. Consistent with our policy of supporting junior sailing, NCYC presented the durable French designed dinghy to PSSAC during winter last year.



A Competing at the 2013 Sail Port Stephens Regatta - Image by Greg Jackson

Clean up Australia Day 2013

Founder of Clean Up Australia Day, Ian Kiernan FOAM, is a sailor who has previously competed in the BOC Challenge (Single Handed Around the World Yacht Race). Even more reason for us to back up the effort!

The waterways on which we play our sport quite often are littered with rubbish. NCYC and its marina bore the brunt of the effects of torrential rain earlier this year. Logs and rubbish coming down the river became tangled up in the marina and along the rock wall directly between the marina and the Club. Rather than merely complaining about it, our members cleaned up the rock wall foreshore from Hannell Street Bridge all the way to where Lee Wharf starts. Great effort team!



Taking a break to pose with some of the litter NCYC volunteers had collected are: Jim Holley, Mary Holley, Helen Griffin, Jan Howard and Len Griffin
Image by Rob Howard

NCYC's Thursday night Trivia

Generally held once a month, these events are a really enjoyable way to raise money for community groups and charities.

Entry is free, there are plenty of prizes and good natured rivalry and a gold coin into the bucket, secures your chance at the jackpot.

Proceeds from the evening go to the particular group which is being supported. They invite their own crowd and this crowd is supplemented by trivia fans amongst NCYC members and guests. You are encouraged to check the Coming Events list on page 23 if you would like to participate.

Many worthy causes have received support through trivia nights. These include the Cancer Council, Not for Profit organisations working for the community such as Marine Rescue and, community sporting groups and schools. If you would like to register a group for a trivia night fundraiser, please contact Sarah, our Events Coordinator on 02 4940 8188 or functions@ncyc.net.au

A walk in another man's shoes - Aboard the Ma Cho

By Reverend Garry Dodd

After experiencing the disappointment of two failed attempts to join a vessel, I knew that this would be my last opportunity for some time. So despite a delayed start and various issues, my now extended journey took me from Melbourne to Lae, PNG, transporting 18,000 tonne of wheat on the MV Ma Cho. As chaplain to the Mission to Seafarers in Newcastle, I wanted to experience something of a Seafarer's life in a bid to deepen my awareness and appreciation of what it is like to work, eat and sleep, 24/7 with 24 others, with no respite.

Whilst one vicariously learns much about the Seafarers world through conversations, ship visiting and being apart of the Maritime industry, I wanted to walk, or should I say swim, just one mile as a member of a vessel. I also thought it would be good to learn about myself in the process - do I get sea sick? How do I go eating rice three times a day, every day? Is there life with absolutely no mobile, SMS, Internet or carrier pigeon for three weeks? This was actually a serious question, what is it like to have no contact with family, not knowing if they were sick or in any need and not be in a position to help if they were? These are just the beginning of a litany on issues Seafarers must face each day of a nine to twelve month contract.

Initially the myopic vision of donning overalls and rubbing shoulders with the crew, as we worked all day chipping rust and painting the deck, came to fruition. The first two days in harbor were frantic as the crew had to race against time to adequately clean the hulls so that the wheat could be loaded. Australia has a high standard and the staff of the Australian Quarantine Inspection Service know the importance of their task. If the vessel failed its inspection, it may have been forced back out to anchor to do the work at sea.

I had fun scraping and sweeping and trying to help out. The crew thought I was either the ships surveyor or one of the agents. When they found me onboard at sea, there was much confusion. Why would an Australian Chaplain want to work, without pay, on a ship?

Vessels are busy



In the other man's shoes

workplaces with various shifts occurring around the clock. Consequently noise is kept to a minimum and people are often either working hard or resting. I asked a Seafarer what he did on his day off and he said "sleep and wash clothes". Despite sailing into the tropics, I was often cold and found myself thanking God for the dozens of people who knit beanies for our Seafarers. I just wished I had taken one of those, instead of my old thin beanie from home. Importantly though I came to understand how some crew members fight against loneliness and isolation, especially amongst crews with multiple races, speaking various languages.

One of my experiences highlighted just how dangerous vessels can be. On one occasion the roar of the engine had ceased and we helplessly bobbed around the ocean. The engine had broken down and the crew were frantically trying to fix it. The high swell tossed us around like a cork, whilst down below, men were using heavy machines to raise a massive part of the engine to work within it.

I couldn't believe how skilled they were under such difficult conditions. I could hardly walk around due to enormous waves, yet they were able to fix the engine, setting us back on course. It takes no imagination to see how perilous work can be whilst at sea.

ON THE BRIDGE with Paul McGrath

Solution: There are eleven tricks 'off the top' as long as the club suit can bring in six tricks together with the top cards in the other suits. Just as a skilful skipper will find the right tack so too will the savvy declarer. So, how can declarer plumb the depths to find the extra trick? A special skill in bridge is to recognise advanced plays to do just that. One of these is called a squeeze play. In this particular situation this is how it operates. Declarer immediately loses a trick by playing the heart jack. East should win this trick (playing the ten will not work for the defence) and declarer then wins whatever East returns. Next declarer plays all of the remaining top cards from the South hand. When the last top card is played from South dummy will be reduced to KQ5 of spades and the heart jack. West too will come down to four cards, namely, T98 of spades and the heart queen. West has to discard before dummy and so dummy keeps the suit that West discards. West has been subjected to the vice-like grip of a squeeze in spades and hearts. Declarer triumphantly disembarks with twelve tricks.

Full Deal:

		NORTH	
		♠ AKQ543	
		♥ AJ96	
		♦ 653	
		♣	
WEST			EAST
♠ JT982			♠
♥ Q872			♥ KT
♦ KT			♦ QJ9872
♣ 75			♣ 98632
		SOUTH	
		♠ 76	
		♥ 543	
		♦ A4	
		♣ AKQJT4	

By the way, I was seasick. About 30 nautical miles off Brisbane, the swell was about seven metres and waves smashing across the deck as we relentlessly pounded through them. It was in this ordeal that I recognized the beauty of being a part of such a small community. Various people came to enquire after me, offering support and advice. I found it extremely humbling to have such a high level of genuine care. Many retired seafarers have told me how they have made life long friends after serving onboard with someone. I can understand why.



The greatest insight I came away with, is experiencing imposed solitude. As an Anglican priest I know what it is like to go on a silent retreat to meditate and spend active time alone with God in conversation. The retreats, and level of silence, are voluntary and I can always sneak away to call my wife or respond to an email, if I ever felt like it.

My time at sea has reinforced the need to offer places of hospitality for Seafarers; Warm friendly places of refuge where they can have a stranger look them in the eye and know they are valued and cared for. Clearly I have a love and passion for the Mission and have always known how Seafarers value us. I realize more substantially that it is not just the provision of a Seafarers centre that is important, but the level of interpersonal care that really counts.

Thankfully I have a team of volunteers who give up their time because they have an authentic desire to love our Seafaring family as they walk through our doors. What I have been reminded of is just how precious our friendliness is to someone who feels isolated or burdened with a problem that cannot be shared onboard. I have renewed vigor to increase our ship visitor team in a bid to offer the warmth and care that is often needed by those Seafarers who do not have the time to come ashore.

My 21 day adventure has reinforced much of what I have already learnt, has challenged some of my assumptions, highlighted issues I had not previously conceived, given me new insights and knowledge as well as a deeper appreciation of life at sea from the

view of the Captain to the Ordinary Seafarer and what life is like for them. I have grown through the various encounters with the men who make up the Ma Cho. Their stories, and time together sharing and being in their community have irreversibly touched me. The agony of being silenced from my family was a further experience that I would not choose again. One can only guess how Seafarers with little or no contact, survive the many months away from home.

As the Port of Newcastle continues to massively expand (doubling in exports by 2017) we will not just need to meet the physical needs of these Seafarers, but actively ensure we meet their psychological and spiritual needs with willing volunteers who understand what it is like to be emotionally empty and what a blessing it is to be filled by the love of a stranger, bidding them welcome (Matt 25).

I would like to express my deep appreciation to Mr. Christopher Rabbidge from Fenwick's Shipping, Fenwick's, Captain Ferdows, Newcastle MTS and my wife Paula, for making this life experience possible.



Background to the Ma Cho story

The Reverend Garry Dodd is the Senior Chaplain for the Newcastle Mission to Seafarers (MTS). He recently spent three weeks as a member of the bulk carrier, MV Ma Cho, travelling from Melbourne to Lae, PNG.

Newcastle is the largest exporter of coal in the world and is constantly expanding its operations. Mr. Gary Webb, CEO of Newcastle Port Corporation has said that the port is expected to double in tonnage by 2017 (NPC February/March 2013 bimonthly newspaper pg.3).

The MTS centre had 10,787 Seafarers through its doors last year, a 55% increase from 2011 and a 271% increase since 2009. As a result the entire building at 96 Hannell Street Wickham is about to be redesigned as a modern facility to cope with ever growing demand.

Donations of money, time, mens clothing, beanies and magazines are always welcome.

Electronic donation can be made via: BSB: 062815 Acc: 28025883. Cheques made to the Newcastle Mission to Seafarers. POB 3 Wickham 2293. Donation of goods to: 96 Hannell Street, Wickham.

The centre operates from 10am to 10pm, seven days. Volunteers are always welcomed. Please phone 49615007 for further information.

Where in the world is our burgee?

A competition for members only.



The Prize: Dinner for two at the “Galley”.

The Task: Select the correct locations from the options.

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

To Enter: Four simple steps.

1. Collect an entry form from the bar.
2. Select the correct answer from the four options:
a. Morris Yacht & Beach Club b. City Island NY
c. New York Harbour d. Boston Harbour
3. Fill in your membership and contact numbers.
4. Put the form in the box provided.

Closing Date: Friday 26 July 2013.

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



**Where in the world
WAS our burgee?**
Upper Irrawaddy River.

**Autumn 2013 Winner
was NOT drawn:**

Unfortunately, the tickets were accidentally disposed of. As a result, for this issue there will be two entries drawn. The first two correct entries drawn from the barrel after the raffles will each win a Dinner for Two and bottle of wine.



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Coming Events...

JUNE 2013

- Saturday 1 June 2013 - Equipment Auditor Course
Free of charge, 9am to approx. 12.30pm at NCYC
Online registration at YNSW is mandatory.
- Monday 3 June 2013 - Racing Rules of Sailing Seminar
Presenter, Lister Hughes.
7-9pm in Club Marquee.
For members, guests and sailors from other clubs.
Funded by NCYC - No charge to participants.
- Saturday 8 June 2013 - Apply First Aid Course
Hosted by Surf Life Saving NSW.
\$155pp. Call the club 4940 8188 to register interest
- Tuesday 18 June 2013 - Boating Safety forum
See page 7 for details.
- Saturday 22 June 2013 - NCYC's Masquerade Ball
See page 7 for details.
- Thursday 27 June - Trivia Fundraiser
For Marine Rescue. See page 7 for details.
- Saturday 29 June 2013 - Safety & Sea Survival Course
Chris Griffiths - 0418 442 755 or Sea.G@bigpond.com

JULY 2013

- Tuesday 2 July 2013 - Boating Safety forum
See page 7 for details.
- Saturday 6 July 2013 - Safety & Sea Survival Course
Chris Griffiths - 0418 442 755 or Sea.G@bigpond.com
- Monday 8 July 2013 - Tactics and Strategy Seminar
7-9pm in Club Marquee
For members, guests and sailors from other clubs
Funded by NCYC - No charge to participants.
- Thursday 25 July 2013 - Trivia Fundraiser
for SIDS and KIDS Charity. 7pm in club marquee.

AUGUST 2013

- Friday 2 - Sunday 4 August 2013 - Etchells Regatta
- Thursday 29 August 2013 - Trivia Fundraiser
for Canteen Charity. 7pm in club marquee.
- Saturday 31 August - Enviropacific Inner Spring
Regatta Race 1.

SEPTEMBER 2013

- Mission to Seafarers Month of Giving
- Sunday 1 September 2013 - Enviropacific Inner Spring
Regatta Race 2.
- Thursday 19 September 2013 - Talk Like a Pirate Day
NCYC joins in the international celebrations.
- Thursday 29 September 2013 - Trivia Fundraiser
for Mission to Seafarers. 7pm in club marquee.

OCTOBER 2013

- Thursday 31 October 2013 - Trivia Fundraiser for
Ronald McDonald House Charity. 7pm in club marquee.
- Stay tuned
Circumnavigate Australia - 7 of Australia's Great Wine
Regions, all in one night!
Beer Tasting - Taste all of NCYC's Beer Portfolio!

EVERY WEEK

- Monday and Tuesday night Galley specials.
6pm-8pm. New Winter Specials to be announced.
- Thursday night Members Draw - See page 7 for details
- Friday Night Raffles - Tickets sale 6pm. Draw 7pm
- Sunday Breakfast. 8am - 10.30am

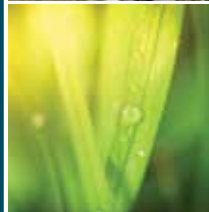
Security Phone Numbers

Emergency

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

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)
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