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newcastle cruising
Yacht club journal

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winter 2020



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A quarterly publication



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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

Editor: Dianne Hansen

Cover Image: 'C-G-I' flags, May 2020 by Jack Buchan

Commodore's Message



Welcome to all our readers of the Newcastle Cruising Yacht Club Journal. I hope you enjoy the articles provided by our members and club officials, in this our Winter 2020 edition.

Our lives have all been impacted by Covid-19, and I hope you, and your families and friends have been keeping safe and well.

As you know our Clubhouse was closed during level 4 restrictions, (restaurant limited to takeaways), but we have taken the opportunity to open slowly but surely for our members, as soon as we have been permitted to do so. Firstly, with the maximum of 10 seated patrons for the restaurant, followed by the more relaxed, but still socially distanced increase to 50, and then 100.

We have continued to provide marina services and we have worked with our commercial tenants, so we can all get through this financially difficult period.

I would like to thank our management and staff for their commitment, flexibility and hard work throughout this difficult time.

Where we have lost the opportunity to provide regular work, either at the bar or our sailing academy, we have been able to maintain continuity of employment, by increasing our cleaning and maintenance both in the clubhouse and on our club owned boats and assets.

Thanks also to our members who have already paid their membership fees for the coming year. We really need your loyalty and support at this time, and we look forward to welcoming you back into the club as we open up.

Australian Sailing have provided NCYC with guidelines to resume sailing in a Covid-19 environment. I'm sure we're all keen to get back on the water, and our Sailing Committee and Sailing Management Team are working hard on this, so we can make it happen - safely. It is hugely important that we get this right, and I would like to thank our boat owners, skippers and crews in advance, for supporting these initiatives. You will be able to read more about this soon from our Rear Commodore / Sailing Manager, in future correspondence .

Keep safe. I hope to see you at the club soon.



Steve Rae, Commodore

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Know the Rules. You're Responsible.



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maritimemanagement.transport.nsw.gov.au



Chief Executive Officer's Report



The club's very successful Summer season came to a crashing halt on March 22nd with the community shut down forced by the global COVID-19 Pandemic.

Pre COVID the club was enjoying great trade in the clubhouse. The Social committee delivered another great Members Xmas party, NYE event and SOLAS dinner. The

Cruising fleet snuck in a Margarita event late February and we had our busiest season ever with racing seven days a week during February.

Congratulations to "Mako" crew that represented the club at the Sydney to Hobart Yacht Race as well as the Australian Yachting Championship, Festival of Sail at Geelong and the Adelaide to Port Lincoln Regatta.



MAKO at Festival of Sail at Geelong

Congratulations to Joe de Kock and team for winning the inaugural Newcastle Sailing League and then going on to win the North League to earn a spot in the national finals.

The COVID shut down was a difficult time for all – including our club. However, such challenges usually bring out the best in people and organisations. In such challenging times NCYC showed what a truly great club and community it is. From the outset all the members, board, staff and tenants were supportive of each other and worked positively for the best outcomes. As a result, we have been able to minimise the impact on all.


I was extremely proud to be a part of such a strong sense of community. Fortunately, the Jobkeeper package has been a great assistance for the club. It has helped us support our staff, including the majority of our casuals. They have stayed busy with cleaning and maintenance of the clubhouse and club boats, many taking on some tough and unpleasant duties. The soft refurb to the clubhouse looks great. The sailing Academy barge has a fresh look and the Force 24 fleet have been taken back to fibreglass for antifouling.

We have started to come out of the lock down faster than expected and we all hope the positive trajectory continues so that we can enjoy a relatively normal summer season at the club.

Paul O'Rourke
Chief Executive Officer



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Marina & Assets Manager's Report

INTERESTING FACT-PORT CLEARANCE POINT



The NCYC Marina is an approved inspection and clearance facility for all arriving vessels from international waters.

Predominantly private craft, whether it be new purchase or importation, use NCYC for Australian Border Patrol clearance as well as quarantine waste handling. NCYC is an accredited biosecurity handling

facility as well.

On the reciprocal side, marina slips often fill with small craft awaiting delivery to Europe, New Zealand or USA.



At the end of April this year, some sixteen vessels were loaded onto a delivery ship heading to these destinations that had been alongside in the marina. Every effort was made to host these vessels on F dock, which has been specifically dedicated to the more 'transient' and casual visitation, exercising correct social distancing during the COVID19 pandemic and 'lockdown'.

The process is easy enough, where the small craft are loaded into the ship's hull and secured to the hull floor. A roof then goes over them, which acts as a floor/platform for another layer. Its just like a car carrier truck often seen on the highway.

Until next issue,

Sandy
Hapgood,
**Marina & Assets
Manager**



Boat being secured to the ships hull - Image Sandy Hapgood

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NCYC - Our Club

Bar Manager's Report

WHILE WE WERE CLOSED

By Matt Stamp



To start off, myself and the Bar Team would like to express our appreciation for all the support we received by the NCYC board and Paul O'Rourke (CEO) by standing behind and supporting our core bar staff team right from the start and ensured our valued staff could remain employed and continue to work by helping to clean and renovate the

clubhouse.



All staff joined in and helped out with everything from sanding and scrubbing to pressure washing and painting. Adam, Hannah, Tessa and Jack are to be commended for all their hard work, dedication and commitment to NCYC. We hope our members will enjoy your 'New Look' Clubhouse.



Meanwhile, Tony and his team at Nor East Bistro showed how well they could adapt to the crisis. They started a delivery and pick up service, created an online ordering system and even recorded and posted videos online to show customers how easy the processes were. The support that the local community showed Nor East during this period is a testament of their quality and dedication to the industry.



We are all looking forward to seeing more of our members return to the Clubhouse as the restrictions

ease. We are introducing the necessary safety measures that are required to keep all of our patrons and staff as safe as possible. All NCYC Bar Staff and Nor East Staff have completed 'COVID-19 Infection Control & Risk Minimisation Training'. Please ensure you follow the procedures and protocols we have in place when in the Clubhouse and follow any direction by staff.

Our goal is for all of us to get through this by looking after one another and working together.

See you in the clubhouse soon!

Matt

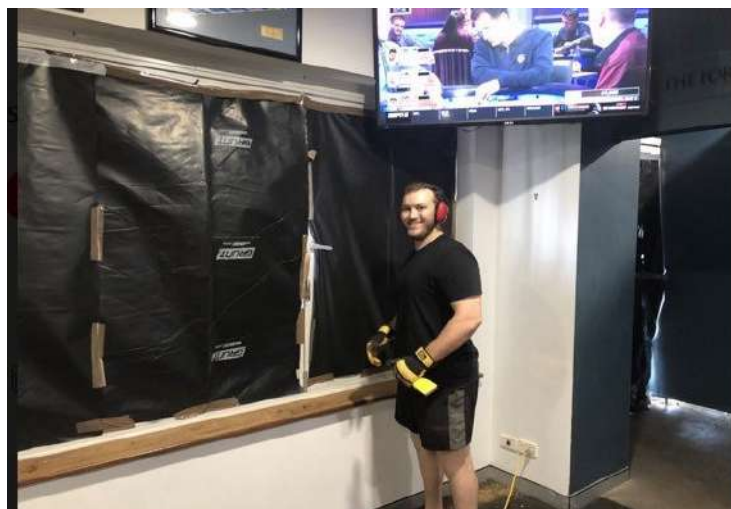


Image: Adam swapping his tools of trade - March 2020

NCYC - Our Club

History of the NCYC Social Committee Tenacity Award

Greg Jackson has been a member of NCYC since 2010 and our 11th recipient to be awarded the NCYC Tenacity Award for his years dedicated to volunteering at our club.

When asked how he became involved with volunteering at NCYC, Greg responded: *"I skippered the PHSSC Safety boat when it was borrowed by NCYC for the first major Etchell Regatta run by NCYC. I enjoyed it so I had a talk with Ernie Thirkell who was in charge of the Club boats and volunteers at the time. I asked if he would like another volunteer for the NCYC Committee Vessels and ended up being the usual driver for the George Keegan. In association with this, for a number of years I helped Ernie with the maintenance of our Committee Vessels."*



L to R: Greg with Wally Amos, Ron Calman and Neal Kibble



Vale, Jim Holley Vice Commodore (2014) presenting Greg the award.
Photo by Ray Blackburn

Greg's skill as a photographer was appreciated by all. Apart from being displayed on the monitor in the club, his amazing sailing photos have been used for some of the cover pages of NCYC's "thirty two fifty five" Journal and have appeared on a regular basis throughout many issues.

On a couple of occasions Greg has also helped out by volunteering his time and skill as the official photographer for our "Presentation of Trophies and Prizes" evenings.

In 2017 Greg largely retired from his NCYC volunteer role in order to spend more time exploring Australia. In his fifth wheeler, Greg has travelled from Cape York Peninsular to the bottom of Tasmania.



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NCYC - Our Club



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Darrell and Linda Hall

Below Image by Neil & Charna Manson Sun Setting at
Newcastle Marina in Isolation—April 2020



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Club Sailing at NCYC

By Jack Buchan, Sailing Manager

In a move of positivity, Newcastle Cruising Yacht Club is excited to announce the third edition of the NSW Country Yachting Championship. The event nicknamed 'The Asahi Regatta' by competitors, launched with Asahi Super Dry onside in a partnership that certainly rewards sailors on return to the Clubhouse with the exceptional giveaways and happy hour deals!

This year, the third edition of The Asahi Regatta is penciled in for the weekend of 29 & 30 August – keeping it just ahead of the start of the spring sailing season. *"Come and join us for the first regatta on the calendar. Blow out the cobwebs and sharpen the crew, this is the perfect pre-season training event!"* Sailing Manager Jack Buchan remarks "...we're racing offshore with a mix of windward/leeward and passage races."

While some uncertainty exists around the covid-19 restrictions that may (or may not) be in place at that time, we feel that it's important to plan positively and to look forward to all coming together again for this signature event. *"We've always had some fun weather for this regatta – with the Saturday and Sunday conditions vastly contrasting each other! Whether you're looking for Champaign sailing, or to blow your socks off – we can usually deliver both in an entire weekend!"* continues Buchan.

The event will follow a winter of isolation, with majority of racing abandoned from mid-March around the country and countless crews missing out on the northern Race Weeks. While it's still early days in the sense of returning to sport, we're looking forward to getting back out into Stockton Bight and racing off the Beaches again.

The Newcastle Cruising Yacht Club boasts a modern marina and clubhouse facilities to host the Regatta HQ and a professional race management approach, promising competitive racing afloat, and social entertainment ashore.

"We invite you to join us for the perfect pre-season training regatta"

The Asahi Regatta

<https://www.ncyc.net.au/sailing/offshore-regattas/nsw-country-yachting-championships/>

Be sure to share this with your fellow sailing connections and help us spread the word
*Let's visit Newcastle and
blow out the cobwebs!*



3rd Annual
NSW Country Yachting Championship
'the Asahi Regatta'

Newcastle Cruising Yacht Club | 29 & 30 August

We're racing offshore with a mix of windward/leeward and passage races.

Come and join us for the first regatta on the calendar. Blow out the cobwebs and sharpen the crew, this is the perfect pre-season training event!

NEWCASTLE CRUISING YACHT CLUB | www.ncyc.net.au | sailing@ncyc.net.au

C-G-1 NCYC Signalling to Members

Just like we are experiencing here, the San Francisco Yacht Club (SFYC) similarly closed their doors as a part of the pandemic response to mitigate the spread of COVID-19.

Since then, yacht clubs around the world have been monitoring the current legislation and the possible road to recovery for what would become a 'Back to Sailing Plan.'

In a revival of the language flag signalling, the flags C-G-1 are being displayed at yacht clubs from San Francisco and around the world communicating the message – directly from the book of maritime signals – "I Will Stand by to Assist You."

The week beginning 18th May 2020 Newcastle Cruising Yacht Club joined other clubs by displaying this "specific message that binds us together: the simple act of offering assistance to someone in need is universal. . . The book of maritime signals is an international publication and is the same in every language."

Image : Jack Buchan.

The full story from San Francisco Yacht Club is on the Scuttlebutt website.

www.sailingscuttlebutt.com/2020/04/28/with-visual-signals-comes-comfort/



Club Sailing at NCYC

By Jack Buchan, Sailing Manager

In writing my last report, who would have thought that by the time the magazine had reached you we'd have abandoned the idea of any and all on-water boating and racing.

We didn't have a warning. We didn't get to wrap up our summer sailing season in a neat bow with a winner announced at the end of the season. We simply stopped and didn't know when we would be able to start again. This rapidly snowballed into effects that saw the harbour devoid of sails, the clubhouse destitute of visitors, and the administration office isolated from members with the door locked for the safety of our team.

Needless to say, the time to recognise our sailing season is well overdue. . .

In the Ocean Pointscore, the Moon Islet Race, Port Stephens Getaway Weekend, Bird Island Race and the Pittwater Weekend rewarded the efforts of Paul Bertholli and the 'Nutcracker' Team scoring first place overall under PHS, closely followed by Steve Rae and the 'Marta Jean' team, and the syndicate of 'She's the Culprit'. Under the IRC rating, 'Marta Jean' scored first place overall, followed by Michael Graham's 'Santana' and Richard Arnall on 'Anger Management'.

In the Special Eyes Summer Short Ocean Pointscore, Warwick Miller's 'Lumiere' took out a convincing first place overall in both IRC and PHS Division 1 having newly joined the NCYC racing fleet. In PHS, Division 1 saw Barry Kelly's 'Concealed Weapon' score second place and Mary Holley's 'Aurora' score third place while Division two saw Andrew Miller's newly named 'Uprising Bakers' score first place overall, followed by Mark Smith's 'Nyssa' and Valda Johnston's 'Scots Wha Hae'. Meanwhile in IRC following 'Lumiere' was 'Marta Jean' and 'Anger Management'.

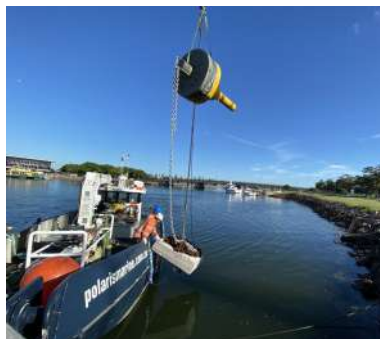


'Lumiere' - Image by Glenn Hickey

Also in February, we contested our first official 2 handed series offshore using our Stockton Bight courses. While we only sailed two of the four scheduled races, you can expect to see us offer 2 handed options in the future in following suit with the upcoming two handed divisions in the Sydney-Hobart, the Ocean Race and the 2024 Olympic Games.

Although we also missed out on delivering SailFest, getting away to Sail Port Stephens, and the Winter

Short Ocean Pointscore. this has not, however, been a period of non-activity here at the Club. If you see our Sailing Academy Report, you'll see the extensive projects our team has undertaken to significantly enhance the quality and reliability of our fleet. A small facet of our instructor team intrinsically picked up the tools and took to the Midcoast Boatyard where they pushed ahead with a myriad of unscheduled maintenance tasks across our fleet.



One of the project completed was the return of our offshore markers in Stockton Bight! We've spent the winter enhancing each and every one of our onwater assets so that we are better equipped than ever to tackle the next

Summer. It's an exciting statement considering that every Summer over the last three years seemed to get bigger and bigger, and year after year I've been quoted stating that "we've just had our biggest summer yet – AGAIN!"

Looking ahead, you can expect our return to sailing to initially be in the form of some casual Sunday races. In the first instance, this racing will likely be non-spinnaker and demand reduced crew numbers to facilitate social distancing where practicable. We are exploring some new options – such as video briefings – to eliminate gatherings and limit a persons' exposure only to those sailing on the same boat together. As I write to you, we are in the process of exploring what our return to sailing might look like and I encourage you to visit the NCYC website to find the most up to date information about visiting and/or sailing at the Club.

Further ahead, we are looking forward to the third edition of the NSW Country Yachting Championship. The Country Champs, will be one of the first events on the calendar in a post Covid19 sailing arena.

With many crews yearning to return to the water, the Asahi Regatta will provide the perfect pre-season training opportunity to sharpen the crew before the summer sailing season kicks off in September.

We're not through this pandemic yet, and it's important to recognise that there could be long lasting changes to the way we visit the Club and the way we participate in our sport. We appreciate your cooperation in working through this together and doing your part to help us keep NCYC a COVIDSafe community. Please keep in mind that some of our peers will have been heavily impacted in recent months and it is the responsibility of each of us to maintain social distancing and good hygiene practices as we return to sailing.

Virtual Sailing at NCYC

By Jack Buchan, Sailing Manager

The shutdown period of isolation provided us with the unique opportunity to deliver virtual racing.

In virtual racing, up to x20 players can race together at a time by logging into their phone, tablet or computer from the comfort of their own home. The Virtual Regatta game platform offers a comprehensive user interface that includes wind gusts, wind shifts, a simplified version of the Racing Rules of Sailing and real time penalties for infringing the rules.



We identified our eChampions through six weeks of fleet racing pointscores and a week-long match racing tournament. Comparing results between the half-dozen series, our top five eChampions to date include yours truly, Jack Buchan, 'Anger Management's' Richard Arnall, NCYC Instructors Christian & Sebastian Spencer, volunteer Ken Semple and member Jamie Pirret.

Jump online to the NCYC website to find out how to join the next virtual racing event or head to the NCYC Facebook page to watch live stream replays from some of our recent racing.



Website <https://www.ncyc.net.au/sailing/virtual-racing/>

Additionally, we congratulate Richard Arnall on representing us at Australian Sailing's national eSailing Challenge – scoring 8th place in the NSW qualifying event.

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CLUB BOAT MAINTENANCE

The sailing team and its' instructors have been focusing on repairs and upgrades to club boats during the downtime.

Upgrades and maintenance were carried out on the Highfield RIB, Paul Gleeson, the aluminium mark boat, the Elliott fleet and the F24s.



Above: The aluminium mark boat received a second VHF radio to monitor dual channels.



Above: F24, drying the bilges and removing any signs of mould. Waterproofing all deck fittings and penetrations, scraping off all of the old antifoul back to gelcoat and starting new.



Above: The Highfield Rib's steering was upgraded from cable to hydraulic. Replaced the throttle and throttle control lines. The control lines now run above the deck rather than under the floor – we found that the bends and corners the cables run under the floor was causing too much friction on the throttle.



WINNER: Club of the Year Award

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Sailing Academy

SAILING SHED GETS A MAKEOVER

In early May, the sailing shed on F Finger was lifted out of the water for some TLC. The work was carried out in Midcoast's boatyard and included:



- Removing growth and marine life attached to the hull.
- Removing rotting timber from the hull. Lengths of timber were bolted to the underside of the hull.

Having almost completely rotted, the remaining timber was removed, the protruding bolts were cut off and fiberglass patches were applied over the bolt holes to ensure long-term watertight integrity.

- New antifoul to the underside.
- And nothing looks better than a slick of fresh paint.



Image : By Henk Zeeman
Courtney & Jack painting the sailing shed.

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Sailing Academy

WHAT HAVE OUR SAILING INSTRUCTORS BEEN DOING DURING COVID-19 'SHUTDOWN'?

By Jan Howard

Courtney Smith, a regular Tackers and Keelboat Instructor and a NCYC bar staff member, has been studying online in her Bachelor of Early Childhood and Primary Education course at Newcastle University. She said, "It is nice being home and there are lots of assignments to do." Courtney misses socialising but has been seeing her NCYC friends whilst working 15 hours per week on R and M tasks such as the overhaul of the Force 24s. She is looking forward to resuming some ocean sailing soon and also sailing her 15ft VS Skiff.

Karma Randall studies full time at Newcastle Uni. She is doing a Bachelor of Architecture degree. She said, "It is hard studying architecture online because you need to be in the architecture lab to engage with the teachers and assessors". Karma works part time with the 'R and M Team' at NCYC and also as a pharmacy assistant. She really misses her daily gym workout and is disappointed that she cannot compete in the Noosa Marathon that was to be run on 23rd May. She has been sailing a Nacra and a 49er from time to time, and her new puppy (called 'Sailor') is keeping her entertained during this time when socialising is more difficult. Karma considers herself very fortunate to have two casual jobs.



Image: (LtoR) Karma Randall, Courtney Smith, Felix Prince and Andrew Omotosho

Felix Prince is enjoying a GAP year before commencing Business / Law studies at Newcastle Uni in 2021. Felix's planned a trip to the UK in June, was cancelled. He was to spend some time coaching sailing in London and competing in the Nacra 17, Under 23 Worlds in Italy in August. He is disappointed but philosophical about the circumstances, and is saving up for some overseas travel in the uni holidays next year. Felix has been busy working with the 'R and M Team' on the Force 24s and doing some casual sailing on a Nacra at the lake. He plans to sail a 16ft skiff called 'Dominoes' in the 2020 – 2021 season at Belmont 16ft Skiff Club and maybe also do some match racing.

Lucy Nissen In January Lucy made the big move to the Netherlands to work with the Nacra Sailing company. Whilst there she helped out with boat work, computer and filing work and she also helped promote Nacra Sailing through the use of social media! When Covid19 started to ramp up in Europe, with large numbers of cases and a growing number of deaths, Lucy and her parents made the decision it would be best if she returned to Australia. Unfortunately her long awaited trip was cut short. For now Lucy is taking it slowly, and seeing how things turn out. She is hoping to head back to Europe as soon as it is safe to do so.



Lucy working at the RYA London Boat Show

Andrew Omotosho is a Senior Instructor at our Sailing Academy. As a RYA Centre Inspector, he regularly travels overseas to undertake RYA work. He had planned trips to the UK and Qatar in March and also to China this autumn, but the trips were cancelled due to Covid 19 and flight restrictions. Andrew is working in the NCYC 'R and M Team' and is looking forward to having the six fully reconditioned Force 24s ready for when the Academy courses resume. Andrew has been home schooling his primary school aged daughter, during the period of school closures. He said that he really admires the work that teachers do!



by
Susan Walton OAM
B Optom FRCO
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SheSAILS@NCYC

SYDNEY TO HOBART WALKING CHALLENGE

By Mary Holley

Not content to sit at home during Covid Isolation the SheSAILS@NCYC women have taken up a challenge of entering a crew in the Inaugural CYCA Sydney to Hobart Walking Challenge.

A fleet of 13 teams hit the start line at the CYCA on 4th May. This grueling, 1163 kilometre race along the east coast of has been well contested. Congratulations go to the maxi, 'Terre Reve', who took Line Honours and finished in record time on 12th May. As of 0900 25th May, 5 boats have finished and SheSAILS@NCYC is in 9th place, only 18k behind 8th, with an ETA of 11th June.



The SheSAILS crew consists of Jan Howard, Maureen Rae, Sharon Lovell, Peta Norris, Kath Hall, Anika Goninan, Sam Hickey and Mary Holley. Together we have covered 595.7 kilometres and are currently mid Bass Strait. Social distancing has meant that many of the walks have been done solo with the totals added



The SheSAILS Crew at Teralba

daily. But a few times we have managed to walk as a team.

We have had our challenges during the race. We accept we did not get a good start due to strong headwinds but have made good ground since. Navigator Sharon Lovell, a well recognised veteran of bush walking, has helped the crew navigate rough

terrain along the Great North Walk. We have made it to Teralba Station and are planning the next leg.

It is ironic that we find ourselves in Bass Strait, gale force winds, driving rain and massive 8 metre seas have not dampened our spirit.

Well practiced in reefing and heaving weather walking we continue towards the finish line where we will open our well deserved bubbles.

Are the rumours true? Are we planning a circumnavigation of Australia??



Image: Some of the SheSAILS Team at Bass Strait

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SheSAILS@NCYC DEVELOPMENT REGATTA 14th MARCH 2020

Article by Maureen Rae & images by Glenn Hickey

In what has quickly become an important event in the SheSAILS@NCYC sailing calendar, the Development Regatta is an opportunity for women and girls to experience the enjoyment and thrill of racing in a relaxed and supportive environment. This regatta provides our sailing academy graduates and those learning to sail, a taste of what yacht racing has to offer whilst being mentored by more experienced sailors and instructors. We utilise NCYC's fleet of six Force 24's, mentor skippers and an experienced crew member on each boat, to sail windward / leeward courses in the Basin. This event is run over two days with a morning of training provided in the week prior, so that teams can get to know each other and have some practice. The focus is on having fun whilst stepping a little outside our comfort zone to learn new skills.



This year, it appeared to be a beautiful clear March Saturday morning as 18 novice sailors were in the Clubhouse eagerly getting ready for the annual SheSAILS@NCYC Development Regatta. There was much excitement amongst them, clearly looking forward to racing after the successful training day the week earlier. Stories were shared as they enjoyed the tea, coffee and breakfast nibbles.

Meanwhile however, the Race Committee was watching the weather observations on the BOM website and the strong southerly storm cell that was approaching Norah Head. A southerly buster was not part of the day's plan.

It was decided that, given the spirit of the regatta, an alternate schedule of events was required. The decision was made to make the best of the day off the water and postpone the racing for another date. Like a well-oiled machine, the Race Committee

swung into action to create a wonderful learning opportunity for the assembled sailors.

In the hour or so of calm before the southerly change, Mentors took crews to their allocated boats and though they remained on the dock, had a great session on preparing the boats for racing and hoisting sails.

Each crew had the opportunity to be involved in general boat preparation as well as hoisting, gybing and dropping spinnakers. This was a rare chance for these sailors to practise using the spinnaker pole without the added complexity of the main, boom and wind in the kite. Many also took the time to practise bowlines and tying other sailing knots. As the breeze became significantly stronger, the teams moved back to the Trophy Room with multiple comments about the wisdom to abandon sailing for the day.



The education sessions kicked off with Mentor Skipper Peta Norris who has had some excellent experience on yachts and bow in particular. She gave an informative talk on course flags and start sequences. This visual demonstration provided new learning for our novice competitors and is an important session for anyone who wishes to race.



Further fun was then had when all crews were involved in the much loved SheSAILS@NCYC tradition – the spinnaker packing competition! Crews moved to the marquee garden and the timer began; the race was on! There was much encouragement from the team members and loud advice from the sidelines, as sheets and halyards were tied onto twisted spinnakers, tapes were run, and bags were packed. The teams were then judged on the fastest time and correct packing. The winning crew each received a \$25 voucher at Swell Café.



Performance Sailing Manager, Nina Tolhurst, then presented some valuable insight into starting skills, racing tactics and some coverage of the rules. This followed on from Janease Graham's talk on the training day. Nina's many years of competitive sailing and passion for the sport, meant this was a very informative session which prompted some interesting questions and food for thought for seasoned sailors and novices alike.

The overwhelming response by our new sailors to the changed plan was very positive. There are always lessons to be learned for sailors and event planners and we have sought feedback so that our future regattas can continue to improve. Events such as the Development Regatta are an important stepping



stone for participants in our Learn To Sail programs to transition to keelboat racing. It provides an opportunity for further training as well as the possibility to network with regular sailors. This is integral to filling the void between an introductory program and becoming part of a regular crew.

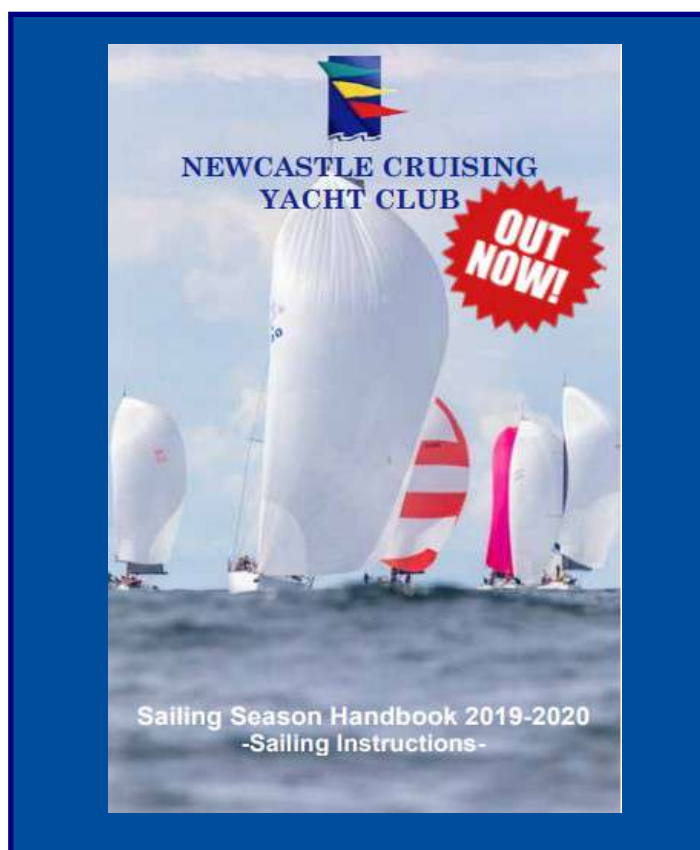
Sincere thanks to Nina Tolhurst, Mary Holley, Jan Howard and Sharon Lovell for the huge amount of work that was put in to organising the event as well as to Janease Graham for her significant role in coordinating the day. We really appreciate the time provided by our amazing Mentor Skippers and their

their back up mentors as well as our other fabulous volunteers, Glen Hickey (Photography) and Neil Kibble (Safety Boat). We'd also like to acknowledge the wonderful Robyn Thames who was to be our Race Officer – she has been a strong supporter of our SheSAILS@NCYC efforts since our inception.

SheSAILS@NCYC would finally like to recognise the tremendous support we receive from Newcastle Cruising Yacht Club and our major sponsors, Helly Hansen and Strata Worldwide. We are fortunate to have their sponsorship as well as that of smaller local businesses including East Coast Marine and Sail, Bagga's Pharmacy, Midcoast Boatyard and Marine, EJE Architects and Swell Café Bar Beach. Without their generous donations we would not have the same capabilities to support these events.



Who SAILS?
SheSAILS@NCYC!
You bet she does



Southern Safari

The Southern Safari was never in doubt following the hugely successful Northern Exposure campaign, which involved numerous NCYC club members together with the core owners crew. Members came back south regaling tales of those funny Queensland folks, sailing folklore, broken ribs and even gout.

Of course, any self-respecting Southern Safari tour would have to include the Hobart, which was a pretty simple decision in the end.

Most of the owners felt that was always a goal when the boat was purchased. All it needed was a detailed program to get ready for what can be a very demanding race, both on equipment and crew, who - let's face it, are far, far away from the spring phase of life.

Boat preparation included some pretty major maintenance and upgrades. After a fairly demanding trip on our Northern Safari we needed to get the boat back into race shape. New mainsail and sail repairs were in order. The mast came out and was painted and rewired, all rigging inspected and replaced as needed. Lifelines and stanchions removed, strengthened or replaced. Rudder removed and installed.

Anyone who has put a boat forward for Cat 1 will know it's no mean feat getting a 20 year old boat to pass. To anyone thinking of doing this solo - don't unless you have 10 handymen or women willing to do significant heavy lifting.

Crew preparation involved a lot of talking over beers, some sea survival training and selection and fitting of crew shirts and red Mako pants.



Sydney to Hobart

The crew included owners who were old enough to know better but not so old that they couldn't still make it up and down the companionway. We caught up with Greg Busch, who took time out of his busy schedule (currently filming a third TV project) who told us that getting at least a bit of a southerly made it all worthwhile, and coming in a close second to the wharf sailpast.

Tim Dodds and Mark Nugent were unavailable for comment; they are reportedly being held hostage by The Shed. We requested comment from all other crew members, Adrian Kiely's lawyer prepared a detailed statement on his behalf, which can be assessed online should anyone really care... word on the street is that he really enjoyed himself, and maybe the words '*best and ever*' might have been used, but don't quote us.

Prior to the race Paul O'Rourke was asked to make an arrival day prediction. In his typical thought out and logical way, he responded by saying "*Sunday*", which would mean a messy arrival, less messy Monday and recovery Tuesday just in time for NYE.

Simon Macks reports the following in his usual poetic flow of words [NOT]: "The majority of us made our way down to the CYCA on Christmas afternoon or early Boxing Day. Some last-minute preparation and checks saw us on the water for our sail past with our storm sails set. We saw plenty of friends from Newcastle and Lake Macquarie and it was



nice to be starting in familiar company.

The start was exciting, 157 yachts crowded the start lines with us on the third line getting ready for our 628nm race to Hobart. Even though it would take us several days to get there, as always, it felt like a considerable advantage was gained by getting over the start line with seconds to spare".

When asked about stand out memories Simon says; "the Spider-Man suit. The time we laid the spreaders in the water maybe? It was a pretty straight forward run down with little real drama. Yes because a laid over boat is no drama, said no one, ever".

And in a similar vein Simon says; "we did get stuck in Storm Bay for a few hours but nothing too dramatic". Simon remembers the last night at sun-down there were three or four other boats in sight. Then at first light the next day we could count 25 other boats all converging on Tasman Island.



We all enjoyed a sip of Drabue at Clarke and Tasman Islands supplied by Mary Holley.

Then it was a matter of getting stuck into the serious business of representing "MAKO", both hosting drinks onboard and ashore. Buschy being the first sailor cut-off at the Custom House hotel in 75 years. New Years Eve was celebrated onboard with 25 people on "MAKO".

Delivery to Melbourne

Phil Burns took the opportunity to do the delivery trip after Hobart. We caught up with Phil and asked him about the trip: turns out there's a soul of a poet there, who knew? Here's what he had to say:

*"I remember the beautiful bay as we turned left after
the Derwent,
Around Tasman Island where it was so beautiful with
seals, birds, dolphins,
And serenity,
We just sat there for hours on end (in reality 30 mins),
Five men on a beautiful afternoon sailing north,
We joked, let's look for the green flash at sunset,
And what happened
A green flash and then a white flash,
Our first time,
And I remember our wonderful afternoon at the
Straitsmen winery (Straight Men) on Flinders,
We tasted wine,
We had snacks,
We played music,
We were entertained by three gentlemen,
They enjoyed wine and life,
And the last line on the wine label,
Life's too short"*

Geelong Festival of Sails

The crew may not have earned silver here, but they got gold for the stories, the Air BNB, including the little girl's room.

RGYC provided great hospitality and "MAKO" made a significant contribution to the local economy.

On a rare appearance away from the shed, Tim Dodds told us that for him, Geelong holds a special place in his heart, since it was where the "MAKO" bucket was unveiled and properly anointed.



Geelong fleet behind MAKO

Delivery to Adelaide

Adam Manders was asked to comment, he was not comfortable with this and he reportedly said that his comments could be twisted and taken out of context, therefore he provided the following statement: "(note this is probably the only part of this report that provides some actual sailing information and some what useful information)".



MAKO:
Melbourne to
Adelaide Leg

Delivery to Adelaide...continued

The delivery from Melbourne to Adelaide was one of the best. Four friends on board doing 3 hours on/off watches with two on deck at all times, plenty of provisions and good music including the guitar to help pass the watches. Departing Melbourne Thursday evening with a stiff 18kt easterly and a nice barmy 25 degs, we reached down the bay doing 10kt arriving at the heads a little earlier than expected with the outward ebb still on the march, we flew through the heads doing 15kts across the ground, we called into Melb VTS on the VHF to report our departure out of the head and to check the traffic, all clear.

As we reached the open ocean we scared ourselves a little with the size of the first swell and the speed of the yacht calling for an immediate slow down to 7 kts across the ground.

After the excitement of the departure we all had one departure beer sitting in the cockpit and settled into the evening watches. The wind had dropped to 12kts but it was on the beam, so speed was still good at 7kts with a two sail reach throughout the night. By morning we had rounded Cape Otway and were making our course west along the shipwreck coast as conditions were light and swell was low from the SW we decided to hug the coast and have a good look at the twelve apostles; even in calm conditions, it was still a great sight, you know you are there by all the helicopter flying around you.

By lunch, the wind had shifted to the south and started to pick up giving us a great reach across to Portland. We arrived just as the wind started picking up and the rain squalls arrived as it turned dark.

Portland has both the big ship and small ship (yachts) berthing inside the breakwall so a nice easy arrival dropping the sails as you enter. The floating marina is new and very welcoming for guests, with other yachts that had already arrived and taken shelter, there was a welcoming crowd assembled to take our lines. That Friday night the winds howled and the rain came down and we sat back with our arrival drinks in hand telling stories in the cockpit with the boom cover rigged over our heads.

MAKO Bucket with Crew, Carefully measuring the ingredients



Next morning with the wind still howling, so it was a trip up the road for a big breakfast and explore - so more shopping (fishing gear) and afternoon siesta then back up on the town for a seafood feast and some dancing in the local pub. *[editor's note: dancing is probably stretching it here].*

We departed Portland at 0600 on the Sunday morning, the wind had dropped to 12kts still from the south. There was still a lumpy sea and a large swell running. After rounding the corner of Portland it was again a two sail reach this time staying off the coast. Sky was overcast, fishing lines (no fish were caught or killed on this trip) were out, keeping a good eye out for cray pots and whales. Very uneventful day sailing along, a good time to get over Portland and start thinking about our arrival into Adelaide. We were planning to visit Kangaroo Island but there was a strong SW front heading our way so the decision was made to go directly to Adelaide.

During the night in the dark our boat speed started to drop dramatically. We were not towing anything so only one thing for it to stop at first light and clear all the weed stuck on the keel and rudder. The wind had dropped out completely and the ocean had become glass, so it was not hard to stop the engine and jump overboard with the sails still up. We were out of words (F\$%&) on how much weed we had picked up during the night taking many dives under the hull to clear it. No going backwards nor forwards under engine was ever going to clear this amount of weed.

Spent most of the Monday under engine on a calm sea writing song as we made our way towards Backstairs Passage and up to Adelaide. We arrived at the passage late afternoon as an easterly breeze sprung up. Another fantastic nights sail up to Adelaide with a warm land breeze and calm sea and the shore town lights to guide us.

With trepidation, we arrived at Adelaide entrance to CYCSA, just in time to have the SW front hit us with 30kts of wind. It is amazing how quickly the sea can build in the shallow waters at the entrance.

With all hands on deck we pulled down all the sails and secured them for our final trial of entering the harbour; at night with a following building sea. Safely inside we found a berth at the end of the marina, made like a bat out of hell and poured our arrival drinks, sat back and listened to the winds howl - glad to know that we were now safe in port.

Adelaide to Port Lincoln & Port Lincoln Race Week

In an impressive outing, "MAKO" placed 4th behind "Chinese Whisper", "Secret Mens Business", "Ichi Ban", Div 1 PHS race from Adelaide to Port Lincoln.

Is there anything more that needs to be said on this...

Having a married couple onboard any boat can be a challenge but none so challenging as in a racing boat. Adam and Brendan proved no exception here! No one will question again which end of the finish line is closer. The SA adventure saw great racing, beach parties and some close shaves and scrambles for red flags.

This week saw the emergence of the pool deck, the rebirth of Buschy as TV personality, the somewhat disturbing use of the "MAKO" mascot by other crews. Some reports also suggest that while years of hospitality training are not useless, it does not guarantee one's with the ability to pour beer.



Linda was "best on tour" at Port Lincoln, if she wasn't getting in with the Musto people, she was organising the BBQ and

the seafood feast, and not forgetting - taking the wheel to get the crew back from Megga's BBQ on the beach.

Delivery from Melbourne to NCYC

"MAKO" left Melbourne, with Buschy as skipper, at 0 dark hundred in order to be leaving Port Phillip Bay with the right tide. A drizzly morning saw only a few on deck until the sun came up. Then it was simply a matter of heading east until we passed Wilson's Promontory, rounded Green Cape followed by a run up the coast. An exciting night run across the Bass Strait saw "MAKO" set a new speed record of 20.1 kn with a reefed main and #3 headsail. After some discussion it was decided that "MAKO" needs to be breaking those records on a race rather than a delivery.

Some deliberation was made as to overnighing in Eden or Sydney but the wind was favourable and we made some great miles until Sydney. Keen to get home we motor sailed from Sydney to Newcastle arriving late evening to be welcomed in by Paul and Kay O'Rourke with pies and beers.



To conclude, the success of the "MAKO" syndicate

story comes down to people. People that have backgrounds from digging holes to patching people back together, defenders of the law, CEO's, Sparkies, Clankies and Army types all chucked in together and all doing really well to get along in all honesty. Chuck in some students and teenagers and "MAKO" had it all.



MAKO CELEBRATIONS IN HOBART

Cruising Fleet

By Neil Manson

Man, it seems like forever since we've had the good ship "Georgia" out, however we did end up on Lake Macquarie with Alasdair and Lisa over the Australia Day long weekend where we met up with Paul and Alison Lobb on "Champagne on Ice".



Hearing that there was going to be a fireworks display we left 'Georgia' anchored and climbed aboard "Champagne" for a short cruise out to a better vantage point. With every burst of pyrotechnic display we hooted and hollered along with others who were anchored nearby. The next couple days were spent on the quieter southern end of the lake enjoying the peace and solitude it has to offer.

Just prior to the Covid-19 government directed lockdown, we rafted up with Tony Poke on his boat "Kingdom" 40 minutes up the Hunter River. For some weeks, Tony had been battling a real nasty lung infection and was on his zillionth lot of antibiotics so had begun practising social distancing prior to the rest of us. From the moment we tied up we stayed on our respective vessels however, I did manage to find a unique way to share a 20 year old red with him while being socially responsible.

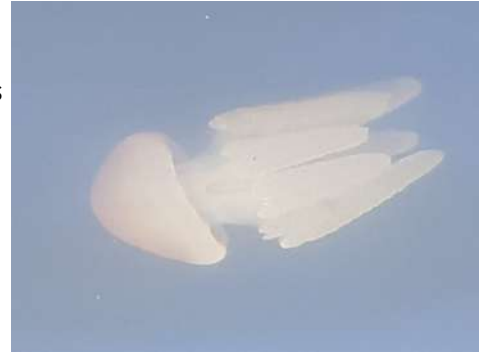


Sharing a glass of red - COVID style

We did have serious cause for concern when Tony tried to flick a jellyfish off the fishing hook that he had left out. He brought the culprit up out of the water still attached to the hook, gave the rod a little flick thinking it would dislodge when a piece of it flew up and directly into his eyes. The pain was instant, intense, and according to Tony at least a 9 out of 10! Every time he tried to open them it got worse and you could see he was in a lot of discomfort.

Since it was his eyes, we were dealing with we called 000 and were eventually put in touch with a medical officer. They said to flush with vinegar which made them sting even more so a water bath was tried which after a number of attempts slowly began to ease the pain. Even the next day Tony said he had blurred vision and it took a few days until it returned to what he felt was normal.

So, the take home message for us all is to be very careful around jellyfish and judging from Tony's experience, if you get any particles in your eyes to flush with water and leave the vinegar for your fish and chips!



Soon we will all be back out on the water and that "jobs list" you have been working through will be put on hold.

Don't know about you guys, but I had 12 to start with, have knocked off 7 and the last time I looked, I only have 25 more to go. Apparently Charna's sleep pattern has been thrown into disarray for she seems to come up with fresh ideas on a nightly basis!



Tony and Neil

Until next time.



Marine Rescue

By Terry Reynolds



Welcome aboard once again from Marine Rescue Newcastle.

With Covid-19 still causing disruption to our community life, MRNSW put in place a number of risk management measures to protect our volunteers. MR Newcastle has been operating with core numbers of volunteers in our radio room and our rescue crews have only been responding to emergencies. By the time this edition is released, we will have resumed some 'on water' and radio room training. As always, we have continued to assist and protect the boating community, with our rescue vessel Newcastle 30 (NC 30) deployed to several offshore missions.

Late on March 27, NC 30 was activated to assist a solo sailor on an 11m yacht that had run out of fuel 3nm off Bar Beach. It was safely towed to Carrington. In another evening operation on April 26, Radio Operator Dianne Hammond deployed the crew to assist four people on board a 5.3m half-cabin runabout with engine failure. The vessel was located about 250m off Big Ben and successfully towed to North Stockton ramp.



Prior to this latter operation, Dianne had gained her Radio Operator qualification and been presented with her Radio Operator certificate. Obtaining this qualification is no easy feat.

Saving the best till last, the most exciting news is the arrival on Tuesday, May 19, of our new rescue vessel, which will also carry the call sign NC 30. Once our crews have undertaken their inductions, the vessel will enter into service.

Below Image: The new MR Rescue Vessel



Inside view of the new Naiad



The 10 metre Naiad was built by Yamba Welding & Engineering at cost of more than \$500,000. Its features include:

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- 125KG capacity davit for lifting items from the water
- Four air cushioned seats for safer crew seating



125KG capacity davit

If you see any of us walking around the boat and we're not heading out on an operation, feel free to say hi and have a look over the new boat.

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A couple is seen from behind, standing on the deck of a boat. The man is standing and holding a rope, while the woman is sitting next to him. They are looking out at the ocean during a sunset. The sky is a mix of orange and blue, and the water reflects the warm light. In the foreground, the boat's deck is visible with various equipment like ropes and a storage hatch.

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- **Marina – Dockmaster** (8am-4pm 7 days)
0408 299 512 dockmaster@ncyc.net.au
- **Licensed Club**
02 4940 8188 barmanager@ncyc.net.au
- **Nor East Bistro** (11:30am-2.30pm and 5:30pm-8.30pm)
02 4940 8188 contact@noreastbistro.com
- **Administration** (9am-5pm 5 days)
02 4940 8188 info@ncyc.net.au
- **Functions** (9am-5pm)



NEWCASTLE CRUISING
YACHT CLUB

Newcastle Cruising Yacht Club Clubhouse Risk Management Plan

As restrictions are easing, we are excited to be able to finally welcome you back to your club! We will endeavour to find the perfect balance between following the necessary safety measures and maintaining the atmosphere the club has become famous for.

Capacity Limits: There will be 30 seats available for restaurant bookings in two-hour intervals and 20 seats for casual drop in visits – subject to availability.

Social Distancing

Patrons are to follow Social Distancing measures put in place by staff. This will include No moving of furniture, remain seated when in the clubhouse and follow floor markings, signage and directions given by staff. Restaurant bookings will be by reservations only. There will be limited seating available in the clubhouse and access will be restricted when we are at our capacity.

Infection Control

Patrons are to wash/sanitise their hands upon entering and exiting the clubhouse, using the restrooms, blowing their nose or coming in to contact with another person. Additional hand sanitiser stations and options have been placed around the clubhouse for you to use. Increased cleaning and sanitising has also been implemented. All Staff have completed COVID-19 infection control & risk management training.

New Safety Measures in Place

Access to the Clubhouse will be restricted to our Main Entry only. This will assist staff in accurately controlling our venue capacity limits.

All Patrons including members will be required to fill out a guest book upon entering and leaving the clubhouse (Eg. Member name, Membership #).

There will be space allocated for non-reservations where guests can drink and/or dine. This area will have a 20-person maximum capacity. We ask that you be mindful of other members that may also like to use this space if we are at our maximum capacity.

Follow the rules, Enjoy your stay, Welcome back!
Newcastle Cruising Yacht Club Management.



NEWCASTLE CRUISING
YACHT CLUB

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