

NEWSLETTER

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Cover image by Karyn Crump.



Image by Ross Knights



Image by Michael Eggleston

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June 2011 Newsletter
A bi-monthly publication

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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

Essential Information

EMERGENCY

- Police 02 4929 0999
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- Fire Department 000
- Marina Power failure – Dockmaster 0408 299 512

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- **General Inquiries** (9am-4.45pm)
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- **Licensed Club** (10am-10pm)
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Chief Executive Officer's Report

Michael Titow

My how time flies! I hope all the members and guests that visited the club during the extended Easter break enjoyed themselves?



A wonderful Mother's Day was held at the club, with breakfast, lunch and dinner all at capacity.

A huge thank you to all those people that attended and a bigger thank you to all the staff that work so tirelessly on the day to make it such a success.

On Friday June 24 NCYC is holding a Humpty Dumpty Charity Luncheon. Ex-Wallaby player and captain Phil Kearns will be guest speaker at the event. The Humpty Dumpty Foundation supports Paediatric & Newborn services to over 100 Children's Hospitals, for further information on this event please see this edition of the newsletter.

Recently the club presented a \$5,000 cheque to the Port Hunter Sailing Skiff Club Juniors – The Flying Ant Division and to the Westpac Rescue Helicopter Service. This was a wonderful achievement helped by Friday night raffles and a commitment by NCYC of giving back to the community and encouraging the sport of sailing.

Until next time.

Michael Titow,
CEO

NEWCASTLE CRUISING YACHT CLUB BOARD OF DIRECTORS 2010–2011



Left to right: Director Larry Curtis, Rear Commodore Paul Gleeson, Commodore Phil Arnall, Club Captain Ernie Thirkell, Treasurer Kyn Butler, Vice Commodore Jim Holley. Inset: Director Tony Lobb.

Commodore's Message

Phil Arnall

Our financial year ended on 31 March and the Directors Report and Financial Statement relating to it will be available to members in due course. The AGM will be held on 11 July at 5.30pm in the clubhouse and I encourage all members to attend. Formal notice will go to all members by the end of May.

This is probably an appropriate time to remind members of the structure of the board and the role of our Flag Officers. Of course the overriding responsibility of the board is to act in accordance with its obligations laid down in the constitution and in accord with the obligations bestowed on it in Corporations law. That said yacht clubs generally have a traditional structure of breaking down the responsibilities of the board to "Flag Officers", Treasurer and Directors. We have followed this in our constitution with the following broad responsibilities.

Commodore: this position acts as "Chairman of the Board" and senior officer of the club with the specific responsibility to ensure that the board discharges its duties in accordance with the constitution and statute.

Vice Commodore is responsible for "House" matters including the overseeing of our assets and ensuring that they remain in good order and condition. He also chairs the social committee and represents their interests to the board.

Rear Commodore is responsible for the conduct and promotion of the sport of sailing within the club. He is assisted in this task by the Sailing Committee of which he is chairman.

Captain. In our club the Captain is responsible for all matters relating to safety and compliance to club and statutory regulations in that regard he also ensures that the Club has in place adequate regulations with respect to the safe conduct of its pursuit of competitive sailing. In addition the Captain Chairs the Membership committee.

Treasurer. This is the traditional Finance Directors role and ensures the Clubs compliance with financial regulations as well as timely reporting to the Board on the financial health of the Club and recommendations on future plans in this area. To assist in discharging this duty he chairs the Finance committee. (continued on page 6)

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ONE OF OUR PEOPLE
Frank Fan



Frank came to Australia in 2000 from his home in a "tiny little town" in the northern part of China. It is similar to Newcastle in its proximity to the water. His home town is surrounded on three sides by water with mountains on the other.

Upon his arrival in Australia, Frank stayed in Sydney for a while attending a language school. This was followed by two years at Wollongong University gaining an Information Technology Management Diploma. Frank moved back to Sydney, moving around constantly and taking on a variety of different jobs, all to experience the Australian culture.

Approximately two years ago Frank moved to Newcastle and has been working as a Kitchen Hand at NCYC for about fourteen months. Frank says "I really enjoy the interaction with staff and customers here. It's a cool place to work".

COMMODORE'S MESSAGE CON'T.

(continued from page 5)

Other directors (including the Commodore) are assigned to the various committees noted above in addition to their role as directors. This accords with the constitutions requirement that at least 2 directors should be present on any board sub-committee.

To provide a formal link to management of the club, the CEO or his nominee fills the role as secretary to each sub-committee.

It is the Boards intention to enshrine the committee structure and roles in by-laws attached to the constitution in due course.

Phil Arnall, Commodore

We look forward to seeing the Rotary Club of Newcastle Harbour for their regular monthly meetings.

We extend a warm welcome to the latest group to call NCYC home: IONIAN CLUB OF NEWCASTLE Inc.

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Womens & Mens Short sleeve Polo \$30.
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Sailing

FROM THE REAR COMMODORE

Summer season has concluded with Blu Notte & Blackbird winning PHS SOP div. 1 & 2 and Raging Bull getting the Honours in IRC. Marta Jean & Tamarillo won SSOP PHS and Raging Bull again winning IRC. Congratulations to skippers & crews

Sail Port Stephens was another great success & gets bigger and better every year. Our yachts performed well as follows:

- Lead in race PHS – One For The Road 2nd, Anger Management 4th (and line honours) and Winifred 5th.
- Lead in race IRC – Anger Management 4th, OFTR 5th, Raging Bull 6th, Not Swish 7th & PT73 8th.
- IRC Div.1 – PT73 7th, Anger Management 8th
- IRC Div.2 – Schouten Passage 5th.
- Performance Racing – Marta Jean 4th.

The HMRI Cup wasn't sailed on Saturday 2nd April as the weather was not kind to us – it has been rescheduled for Saturday 22 October 2011. Anyone interested in sponsoring please contact Natalie Tolmie phone: 4985 5945 email: Natalie.Tolmie@hnehealth.nsw.gov.au

The Innerspring Regatta will be sailed after the end of the winter season before the start of the summer season. The plan is to offer free berthing to visiting yachts for the week and introduce them to NCYC racing.

A number of the skippers have expressed interest in our organising a few longer ocean races i.e. overnight. A sub committee has been formed to look at courses and dates to fit into our calendar.

Paul Gleeson, Rear Commodore

A CHAT WITH THE SKIPPER OF BRINDABELLA

Arguably the best known Maxi in the country, Brindabella caused a stir when she appeared at NCYC Marina for what Skipper Ian Thomson, called: "a couple of hours to refuel the boat and refuel the crew, before proceeding to Sydney."

The new owner, Jim Cooney is reported to be intent on racing the Iconic 80 foot Maxi Yacht

competitively. Ian who co skippered the famed Brindabella with owner Jim Cooney said:

"This is the first time in its 17 year history that Brindabella has entered this event, coming 4th over the line, one and a half hours behind Hooligan."

Ian Thomson reported that this followed upon his success last year in smashing the Solo Circumnavigation of Australia record by 26 days in the 12 m Welbourn "SOS Ocean racing". www.sosoceanracing.com – worth a look.

This solo effort was also Ian's launch of his campaign for "Save Our Seas Australia" – Raising awareness of damage caused by plastic bags and plastics to our environment.

Ian is focusing on promoting the use of refillable stainless steel water bottles rather than taking plastic bottles of water to sea, quoting some horrifying statistics about the carbon pollution relating to the plastic bottles To read more about the plastic bag campaign, visit: www.saveourseasint.org

On 7 May, only days before the event was due to start, Save Our Seas Ocean Racing was in the unfortunate position to have to announce the postponement of the Around Australia Sailing World Record attempt.

Newcastle Cruising Yacht Club

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Saturday 1 October 2011

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Social highlights

From Jim Holley, Vice Commodore and the Social Committee.

GETTING TO KNOW YOU – THE 'SKIRTS' STORY

It began about 2 years ago when Mary Holley and I were enjoying an morning walk at Bar Beach. We discussed how many of our friends were taking up golf and we agreed that it wasn't really our thing. The ocean was perfect and with a light northerly blowing. One of us suggested that rather than golf, we could go sailing! 'Schouten Passage' was set up with cruising gear, so one morning soon after, we grabbed our favourite CDs, bought a bun for morning tea and out we went. We had a fantastic time and couldn't believe why we hadn't done it years ago. (We hadn't seriously thought about it before!)

At first, sailing on our own was a little daunting, but we found it liberating and empowering. Manoeuvring back into the pen, nevertheless, was a full nightmare! With each successive excursion, we gained confidence (and our parking skills improved), so we began to take other lady sailing friends with us and so the Skirts began.

Last year we entered the Twilight Races and had a regular half a dozen or so crew members. Most of us had considerable experience - racing on the Lake and offshore and cruising. Early on, we were happy enough just to sail out and back to the IDM and get back into the pen without incident, but with growing confidence, our competitive spirit emerged and we soon became focused on sailing faster and honing our skills with the help of some informal coaching when it was available.

News spread around about the Skirts, and during the last summer our numbers grew to about fifteen – enough at the end of the season, for two boats. It gave us a great sense of achievement to see 'Aurora' and 'Schouten Passage' out on the water, each crewed by the Skirts. We hope that this will be the regular arrangement next season. We will need a core group of about twenty women, to regularly crew two boats.

During last season we had some keen young women join the Skirts. All had had some sailing experience but were keen to learn more. Kioni is a dinghy sailor at Port Hunter Sailing Skiff Club and Sarah and Caitlin are both experienced tall ship sailors who first started on the 'Young Endeavour' and have since undertaken tall ship voyages overseas. Jayne has had many flying adventures

and is keen to find out what sailing can offer.

Among the Skirts, there is a variety of ages and professions and this makes for stimulating 'off the water' conversation – as well as those of us who are retired (and can go sailing whenever we like!), we have nurses, teachers, a pilot, a physiotherapist, an aircraft engineer, specialist doctors, and small business owners.

Sailing with the Skirts is different. We work exceptionally well as a team. Those of us who have had a lot of experience, help the newcomers to learn the skills. However, those of us with considerable experience, are also developing, as we too, have stepped out of our comfort zone and have much to learn as well.

There is little shouting and no bad language on the boat and the atmosphere is one of co-operation, encouragement, fun and conviviality. We like to do well, but at this stage, it is the experience and enjoyment, not just the result, that is the priority for us.

We are very grateful for the encouragement and the assistance (especially grabbing our lines when returning to the pen!) that other skippers and crew have given us over the past two years. We also thank the club and many of its members for their interest and support.

We hope that the members of the Skirts will be provided with further opportunities to enjoy sailing and develop their skills, by sailing on other yachts in point score races at the club. Go Skirts!



Schouten Passage with "Skirts" crew. Image by Kaz Crump.

MOTHERS DAY – A REAL FAMILY OCCASION AT NCYC

Members and guests have sent in some lovely images of great times at the NCYC. On our web site in the Social Images section there are a number of special days to check out. Some of these are from events which have taken place in the interim since this first colour publication of the newsletter went to press.

To name a few: Humpty Dumpty Charity luncheon; Australia's Biggest Morning Tea; our first Trivia Night and more images taken on Mother's Day. NCYC supports the Port Hunter Sailing Club Juniors and we also have images of their recent Presentation Night.

Jim Holley, Vice Commodore



Four of the five grandchildren who made Mothers Day 2011 very special for Glenda Arnall.



Lister Hughes with NCYC Sailing Secretary Dianne Fitzgerald.



Returned Servicemen Kevin Abrahamson, Les Handicott and Dr Richard (Dick) Lees, shared a drink and a yarn.

From the Club Captain

RACING RULES

A number of NCYC sailors interested brushing up on the Racing Rules of Sailing, with a view to supporting the club as members of Jury panels for protest hearings attended a seminar in the Marquee on 1 May 2011.

They were fortunate in having past Chairman of the YNSW Racing Rules Committee, Lister Hughes as the Presenter. Lister, an International judge with over 16 years experience in this capacity, is still a 'hands on' sailor.

Lister became 'totally hooked' when he started sailing around 14 years of age, and is a long standing member of the Royal Prince Edward Yacht Club (the Edwards) at Point Piper. He is also a member of CYCA and of the Belmont 16' Sailing Skiff Club.

Having lost none of his enthusiasm for getting on the water, Lister sails with the RMYC Pittwater on a Beneteau 36.7.

The participants benefited greatly from Listers presentation covering: Protest Committees and Juries; Judge Qualities and Code of Behaviour; Judging Resources; The Prodest Hearing; Redress and; Hearings involving Misconduct.

YNSW ZONE MEETING

NCYC Officials capably represent the Club at various levels within the YNSW organisation, holding key roles in various committees.

Vice Commodore Jim Holley, Rear Commodore Paul Gleeson (Representative on YNSW Member Advisory Council), Club Captain Ernie Thirkell (Representative on YNSW Special Regulations Committee), Director Larry Curtiss and CEO Michael Titow attended YNSW Zone meeting held at Belmont 16' Sailing Club on Thursday, 28th April at 6 pm. These meetings are held to provide a forum for member clubs to raise issues of concern and for an interchange of ideas and policies with YNSW General Manager, David Edwards.

ANZAC DAY

After the March and Services, a good number of servicemen, war veterans and peacekeepers together with their families and friends chose NCYC as the perfect venue to celebrate Anzac Day. Our members as usual made visitors extremely welcome, and many an interesting story was told.

Ernie Thirkell, Club Captain

NEW PORT OPERATIONS CENTRE

Sailors and other ports users are to see a new building on the shoreline with Newcastle Port Corporation building an operations centre at its Pilot Station.



Construction on the \$3.4 million facility will start in July with occupancy planned for early next year. The building has been designed to provide greater functionality for the operational activities and will be constructed on the eastern side of the Pilot Station site adjacent to the TS Tobruk Naval Cadet Centre.

To be known as 'Port Centre', the three-storey building will house the Corporation's Vessel Traffic Information Centre, Marine Pilots office, Port Services offices, a training room, workshops and other facilities.

Construction firm, Bolkm Pty Ltd, will move onto the site in early July to demolish an existing workshop and garage area to begin construction

The current two-storey operations building at the Pilot Station has been in use since 1959 and has undergone a number of modifications. It is now no longer capable of accommodating operational services required for a port the size of Newcastle.

The building program allows for work on the new facility while normal operations continue in the existing two-storey building which will be scheduled for About 3,700 ship movements are being recorded on an annual basis in the port as trade continues to grow and diversify. Trade throughput in more than 40 commodities exceeds 103 million tonnes valued at \$13.05 billion.



Newcastle Ports Centre – view from Nobbys car park.

ON THE BRIDGE with Paul McGrath

PROBLEM:

It is both humane and obligatory for a passing ship to attempt to rescue a stranded sailor. Such ethics do not apply in the cut and thrust world of bridge – your opponents would much rather see your prospects sent to a watery grave. With this grim perspective in mind step aboard the good ship 'Bridge Ahoy' and take up the South seat in the deal shown. Your mission is 6S by South. West leads the club King. Look only at the North/South cards: you have ten tricks 'off the top' which leaves you short of your contract by two tricks. Dummy holds some enticing cards for you but there is no obvious access to them – you are stranded in the South hand. Can you develop a plan to force a reluctant opponent to throw you a lifeline?

	NORTH	
	♠5432	
	♥Qj83	
WEST	♦732	EAST
♠8	♣J4	♠JT9
♥972		♥T864
♦Q85	SOUTH	♦T96
♣KQT752	♠AKQ76	♣983
	♥AK	
	♦AKJ4	
	♣A6	

Solution on page 15.

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Supporting Junior Sailing

Presentation night for Port Hunter Sailing Skiff Club Junior Division –The Flying Ants, held 7 May 2011, was attended by NCYC representatives: Vice Commodore Jim Holley and his wife Mary (member of Sailing committee); Club Captain Ernie Thirkell and his wife Gloria (NCYC Life Member, Newsletter Editor and Web administrator); and Robin Hillery, NCYC Crew Member who runs the raffles each Friday night in the club. Commodore Phil Arnall and Rear Commodore Paul Gleeson both tendered their apologies. Special thanks to Greg Jackson, dual member of both clubs, who took these and other photos all night.



Club Captain Ernie Thirkell presented the NCYC Cup (perpetual trophy donated by our Social committee some years ago) to Greta Rigby and Samantha Hedges.



Robin Hillery presenting a cheque to PHSSC Juniors President, Harvey Plumstead.

Port Hunter Sailing Skiff Club Commodore Graham Dingle and Juniors President, Harvey Plumstead each enthusiastically thanked NCYC members for their \$5,000 cheque, generous support of Junior Sailing in Newcastle, and thanked the volunteers who make the raffle happen.



Vice Commodore Jim Holley and winning Junior crew, Greta Rigby and Sophie Anderson, showing the 'Ric Bowker Memorial Shield for Junior Sailors Day'.



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Offshore Superboat Championship

The rough conditions with three and four meter swells made for an exciting and entertaining Offshore Superboat Championship in Newcastle on 30th April / 1st May 2011.

There were spectacular mishaps leaving crew wet but luckily unhurt, and boats retiring after only a couple of rounds. 'Maritimo' crew Luke Durman and Ross Willaton are leading for the Aus 1 Championship after their win in the first race of the season.

A couple of the boats remained in our marina for a few days following the hard weekend of racing. Rossco (Ross Willaton) proved to be a friendly entertaining and informative guest in the NCYC Clubhouse and a great ambassador for his sport. He organised for us to receive this great shot of 'Maritimo' clear of the water as she powered to sea out of the channel. A number of NCYC Power Boat owners answered the call for volunteers willing to use their vessels to act as Rescue Boats on either the Saturday, or Sunday or both.

A varying group of Club members has assisted on water for this event for some years. This time it was 'Flora May', 'King B' and 'Fortune of War'.

Race Director Russell Embleton, said after the event:

"On behalf of the Offshore Superboat Championships organisers and competitors, please accept my sincere thanks for the time, effort and patience contributed by all of your volunteers during last weekend's Newcastle Offshore Superboat Race. I am truly lucky to enjoy your services as volunteers. Without you all, there is no race. I look forward to working with all of you again in 2012."



'Maritimo' winner of class 1. Image by the Mazlin team photographer.



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My Sea Trip to the Apple Isle

P. WILLIAMS

PART 1 SHAKEDOWN

It was a fairly ordinary day in the club. I was sitting with some friends having a \$6 breakfast and a quiet coffee, when cousin Hughie tapped me on the shoulder. 'Would you like to sail down to Tasmania?' was the question. 'Huh?' was my answer. 'I am going down to Hobart to visit the wooden boat festival, and there is a place on the boat if you want it'

At this stage I had never heard of the wooden boat festival, and had never been on a sailing boat of any size in my life.

The blue water outside the heads was a complete mystery to me, although I had been on board (at the dock) Hughie's boat ('Far Niente') and rather liked it – very much like a oddly shaped caravan with all the comforts, with two masts and lots of varnished timber, and miles of ropes and all sorts of exotic fixtures. With visions of the old TV show 'The Love Boat' in my mind together with vague memories of various Hemingway novels, I then proceeded to demonstrate my total incomprehension of the travails involved in such a trip by answering: 'OK – sounds good to me – when are we leaving?' 'A few weeks. See you before then for a shakedown trip outside'. He then went back to cooking breakfasts whilst I basked in the glow of my newly acquired reputation as a devil-may-care adventurer, indifferent to danger and suffering. I of course had no idea that danger and suffering was involved. I mentally reminded myself to take plenty of sunscreen, and perhaps a bottle of water – I had to be prepared. Thus was the opening phase of my introduction to blue water sailing.

The first intimation that all was not what it seemed at the dock was the 'shakedown' cruise. We 'set sail' (I very quickly picked up such nautical terms) after motoring past the floating dock, and after some maneuvering we headed for the blue water beyond the bar. There was little wind at this time and all was well. The rest of the crew put up the sails whilst I tried to keep out of the way after being volubly encouraged to do so by Hughie (now known as 'Skip') who it turns out could climb the mast like a monkey.

We zig-zagged (some people call this 'tacking') well out to sea (about half way to New Zealand in fact) until the swell became very noticeable – too noticeable – and a feeling of disquiet assailed my entrails. I couldn't believe that I was sea-sick – hadn't I fished for blackfish many times in the Swansea channel without any problems? I had convinced myself that it was all in the mind when I instinctively dived for the rail and chucked up the remnants of everything that I had eaten in the last two days. Someone fed me some jelly snakes as an antidote. A myth.

It was about then that a force ten gale struck. With the crew pulling the sails down amidst a thunderous downpour, and amid scenes of frantic activity I helped, at risk to life and limb, to get the mainsail (the big one) into the 'bag' (a diabolical mixture of stiff canvas and intractable zip fasteners) whilst using my third hand to hang on to non-existent handholds in a frantic attempt to avoid going overboard – all this punctuated with trips to the rail.

Previously, Skip had explained the procedure in the case of someone overboard, and the use of the 'man overboard' marker. These explanations had done little to settle my concerns or inspire any degree of confidence. Skip also – loudly and at some length – explained the desirability of vomiting into the ocean and not on the side of the boat. We headed for the harbor.

Upon safely arriving back at the club mooring, the wind seemed hell bent on driving us onto the rocks. Despite much shouted and generally useless advice from various observers on wharf, Skip managed a remarkable feat of maneuvering and docking skill so that with the help of a long rope tied to the front of the boat (sometimes called the 'bow') we docked safely and undamaged.

After a meal and a drink on board I left for home with some mixed feelings. I decided to include sea-sickness pills in my list of must-haves for the trip.

To be continued...



Far Niente receiving her annual blessing

Coming Events

HUMPTY DUMPTY CHILDRENS CHARITY LUNCHEON.

Friday 24 June. Call Michael Smyth 02 4940 8188 if you can assist with prizes for raffles or auction.

SPONSORS COCKTAIL PARTY (invitation only)

Friday 8 July, to thank 2010 – 2011 sponsors

and welcome 2011-2012 sponsors.

ANNUAL GENERAL MEETING

Monday 11 July. 5.30 pm. Clubhouse.

PRESENTATION OF PRIZES AND TROPHIES

2010 – 2011

Saturday 6 August.

Details to be advised.

BLACK TIE DINNER

Saturday 1 October 2011

See advertisement on page 6.

RESCHEDULED HMRI CUP

Saturday 22 October 2011. 14 NCYC yachts confirmed

LIVE MUSIC

Brought to you by your Social Committee.

Details of gigs will be advertised on the website, and on notices in the club.

FRIDAY NIGHT RAFFLES

Ticket sales start 6.00 pm. Draw starts 7.00 pm.

Sunday breakfasts. NCYC Social Committee.

\$6 – Bacon & Egg Roll, hash brown and orange juice 9.30am-11.00am.

ON THE BRIDGE with Paul McGrath

SOLUTION:

Your prospects depend on finding a not-too-unfriendly trump break, 2-2 or 3-1 will be fine, as well as West holding the club queen (this is to be expected as the lead of the king should promise the queen). So, win the club ace in hand, draw trumps and cash your two top hearts. Now comes the 'coup de grace' – lead your remaining club.

West will be forced to win. Otherwise you will make thirteen tricks via the club jack and dummy's remaining two top hearts. Having won the club queen West is sunk - whatever card is returned will throw you the lifeline that you need: a heart will allow you to score the queen and jack in dummy; a diamond will allow the jack to make and the fourth diamond can then be ruffed in dummy if needs be; and a club allows you to pitch a diamond from dummy and ruff in your own hand. Then you will be able to ruff a diamond in dummy and pitch one on a top heart. Mission accomplished!

WE SHARE THE
SAME VIEW

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