

# thirtytwo° fifty five

newcastle cruising  
yacht club journal

VOLUME 3/25



**Sail Network initiative**

**Sydney-Gold Coast race**

**NCYC Superyacht Marina**



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



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Design: Promoecean Media

Cover: Superyacht Marina



There's lots to get through in this edition, starting with annual results that were placed on the notice board prior to 16 July. The key figures in our audited financial results are revenue rise of 11%, a corresponding increase in expenses of 10.8% resulting in an audited net profit of ~\$410,000 which is up 16.6% on 2024.

We also saw a 5.7% increase in net assets (assets minus liabilities), a 24.5% improvement in working capital (the excess of current assets over current liabilities), and a 25% increase in operating cashflow (the cash we generate from our core business operations).

Importantly this will allow us to continue the repairs and maintenance schedule identified in the mid -2023 Condition Assessment report along with day-to-day issues. These repairs are being worked through IAW the corresponding Asset Maintenance plan.

This year these results have allowed us to fund these types of expenses exclusively from cash reserves and total ~\$850,000. The Board also continues to look for ways to benefit our members and the wider community.

### MEMBERS SURVEY

The membership survey results have given us some areas to work on as well as praise. I'm heartened to note that General and Sailing members provided the majority of responses on a percentage basis.

Areas identified that we need to look at include menu quality and variety; Marina facilities servicing; and cleaning of toilet / shower amenities. We are looking at ways to rectify these deficiencies. We have also noted the suggestions on additional facilities (Q29).

With respect to Q4 "Membership is good value" a very large majority sat within Strongly Agree to Somewhat Agree (78%). If I include Neutral responses it's closer to 92%. So, not bad but we have work to do. Rest assured, we don't believe things are perfect.

### OPERATIONS

Our Commercial Centre ran very close to budget over the period in review and continues to provide us with stable rental income. We have had some asset maintenance costs over the quarter which included replacing boatyard gates and the 'Foredeck' flooring.

We've also had an ongoing water leak in the Commercial Centre that has been very difficult to solve. Of course, the weather of late has amplified this issue. Although this is proving difficult to rectify, we are now

moving to undertake repairs that may regrettably cause some inconvenience to our tenants.

### CLUBHOUSE

We installed a stainless handrail at the waterside entrance to the club, purchased a new fridge, trolleys and shelving. The Board has also approved works to replace/repair corroded non-structural columns surrounding the commercial centre. Clubhouse trade was above budget however our expenses (food costs) continue to rise. Paul O'Rourke and his team are continuing to watch and adapt in this area. The cooler weather always brings a downturn in patronage, and we're always trying to better match our staffing to the needs on the day.

Chef Luke and his team prepare all food from scratch in the restaurant. We don't use frozen food as is common in some other establishments around our area. Even our fish and chips – the fish is battered with real beer in the batter, and the beer comes from our bar.

### MEMBERSHIP

There was a "Town Hall" style meeting for our General Members on 25 June. The Board gave a review of our strategic objectives and accounts for the 2024-25 financial year that ended 31 March. The Board approved 59 new members to be placed on the notice board over the past three months.

### SAILING

The winter months see a downturn in sailing activity but, bucking the trend, the Youth Squad completed the first round of the Interclub Challenge. We also continue to feature very highly in the Australian Sailing Participation Report, particularly keelboat sailing. In this area we are number one nationally with three times the participants as our closest rival.

The *Aurora* program has started and my sincere thanks to all involved. Janease Graham, Peta Norris, and Rob Logan from the Board have produced a thorough model manual including a risk assessment process that has already been requested as a template by another club.

### MARINA

The very poor weather and floating debris as a result of the flooding in the Hunter catchment has further delayed Marina pole testing over the three months in review. Marina revenue results are broadly on budget as we move into the quieter months of the year. Fuel revenue has been pleasing as customers leave for warmer climates. Occupancy is falling off after a very busy time during summer and Sailfest.

– Barry Kelly





We have just completed an extremely busy Autumn both on and off the water at NCYC including a very hectic regatta season. NCYC delivered a great Sailfest and Sail Port Stephens with record fleets and positive feedback from all stakeholders. The planning has already begun to make next year bigger and better!

The Offshore fleet conducted the Winter series in typically challenging conditions. One week no wind and the next too much – a real test of skill and patience.

Our Youth team is in the middle of its 2025 campaign with some good results. We have a few boats preparing for the Sydney to Southport Race at the end of July.

The Sailing Committee are busy finalising next seasons calendar with a few new initiatives. We have started a Celestial Navigation Club and are getting good numbers to their monthly gathering.

SheSails organised another great Bubbles n Troubles evening with plenty of fun activities and great speakers.

In the Academy, our schools' programs continue to expand and our Friday veterans' program is well attended. In fact, our keelboat learn to sail program is now the biggest in Australia!

Off the water we have also been very busy with continued growth in membership and another record trading year for the licensed club.

Winter is now here so that means the Foredeck has been transformed into the “Winter Lounge” with a fireplace,

"The planning has already begun to make next year bigger and better!"

rugs and leather chairs. It is proving a popular coffee hideout.

It hosts a few of our special interest groups including Book Club, local knitters and Mahjong. The new winter menu has been well received with the Bouillabaisse special in April was a big seller.

We have also hosted a General, Life, and Seniors information evening, a new members welcome drinks, and our annual Winter Solstice dinner.

We had our Annual Celebration and Presentation Night in a Great Gatsby theme on the 19th of July. We are now preparing for the Founders Day Celebration to commence the new season on 14 September.

The club supported the Mission to Seafarers annual memorial service to Merchant seaman, the SOLAS foundation dinner and Cancer Councils Women's lunch.

Winter is also a time for the Management team to review budgets, Capital Expenditure, Strategic plans and start the planning for next season. We are also continuing our asset management program around the club including testing pole density on the marina, roofing work and some replacement work in the commercial centre.

All of this on- and off-water activity relies on a great team so special thanks to all the staff and volunteers here at NCYC.

– Paul O'Rourke

### STEPS TO STAY SAFE NEAR SEAGOING SHIPS

- Always keep a lookout for seagoing ships.
- Determine if the vessel is moving towards you or away from you.
- Always keep a safe distance away from a large vessel.
- From the ship's bridge it is hard to see smaller boats. Some ships will have blind spots ahead of up to 600 metres. Stay far enough away to be in sight.
- Act early so you can move away from these seagoing ships.
- Familiarise yourself with the shipping channels or fairways.
- Stay clear of the channels or fairways when seagoing ships are entering or departing the port and harbour.
- Be aware of wakes of seagoing ships, particularly when the large vessel is in relatively shallow water and moving at higher speeds.
- Always have your navigation lights on at night so other vessels can clearly see you.



- You MUST stay well clear of the shipping channels and large ships and only cross the channel when it is safe to do so.
- DO NOT anchor in a channel or fairway.
- DO NOT block a channel or fairway.

### SAFETY NOTICE TO ALL BOAT OPERATORS

Newcastle Harbour VHF 09

LOOK OUT SHIPS ABOUT  
DON'T RISK YOUR LIFE





Although our club sailing has slowed down for the winter, live music is still playing at the club and our members night is buzzing. Our NCYC members and staff have organised some excellent events as the weather has turned colder and we have moved indoors.

A group around 20 celestial navigation enthusiasts, led by Richard Fleck and Adrian Kiely have been learning and relearning the science and art of navigating by the stars.

Our SheSails committee held another excellent bubbles and troubles evening, featuring speakers Joe de Kock, Karyn Gojnic, Lily Barlow, and Janine Drummond.

When autumn became winter and the days became dark, our members celebrated the winter solstice with a warm hearty dinner, mulled wine, and tarot readings. Sadly, I was not able to learn whether *KD1* or *Mako* would take the division 1 PHS winter series trophy as Erin, our very



popular tarot reader, was already fully booked!

At the time of writing, we are approaching our Gatsby themed annual presentation and celebrations night. Looking forward to seeing you all there looking glamorous!



– Janease Graham





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NEWCASTLE CRUISING  
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## SAILING REPORT

Winter has proven to be slow for sailing. We missed two weekends at the beginning of the Winter Short Ocean Pointscore with extreme conditions one week, and then the debris remaining in the harbour the following week which saw the club cease all organised on-water activity

while the debris was cleared.

Then the remainder of the Winter Short Ocean Pointscore was relatively light winds. There was one race in 10knts, that dropped to a complete millpond between the yachts rounding the final offshore mark and reaching the finish line. With an outgoing tide keeping boats outside the harbour, only one boat was able to cross the finish line that race.

Since then, we've had a handful of light wind races, with the final race of the pointscore being shortened to just one lap to get a finish in the lightening conditions.

It was great to see new additions to the offshore fleet this series including the new She's the Culprit (DK43), Figjam (Elliott 770), and Aurora (IOR Farr 40).

The Winter Short Ocean Pointscore, and the club's Annual Pointscore, ended in July and was celebrated at the Annual Celebration Night with a whole of club Great Gatsby themed awards night. Mary Holley was also awarded a gift of gratitude for her generous donation of sailing yacht Aurora that will remain in the



care of the club for use by members in club events and representing the club at other select events.

As we look ahead, we'll be following the journey of our yachts as their offshore campaigns take them north in the Sydney to Gold Coast Yacht Race where NCYC entrants make up more than 10% of the overall entry list, and then on to the Whitsundays where I'm looking forward to joining them at Airlie Beach Race Week

racing on a Melges 24 before going on to Hamilton Island Race Week as part of the Race Management Team.

Then we have our season opening day and the Blessing of the Fleet on Sunday 14th September followed by the first race of the new season the following week on Sunday 21st September.

The Sailing Handbook will be available soon and will include the full on water calendar for the 2024-2025 boating season.

## MARINA REPORT

We're seeing a mix of recreational boaters stopping over on their way north this winter, among boats being loaded or unloaded from transport ships (ship carrying ship).

## CELEBRATION NIGHT AWARD RECIPIENTS

**Offshore Annual Pointscore PHS Div1**

**Offshore Annual Pointscore PHS Div2**

**Offshore Annual Pointscore IRC**

**Offshore Gun Boat Trophy**

**Off-the-Beach Annual Pointscore NCYC**

**Off-the-Beach Annual Pointscore BSC**

**Offshore Sailor of the Year**

**Male Sailor of the Year**

**Female Sailor of the Year**

**Youth Sailor of the Year**

**Tenacity Award**

**Special Recognition Award**

*Summer Salt*

*Neverland*

*Summer Salt*

*KD1*

Toby Whittle

Neil Edwards

Harry Miller

Paul Beath

Courtney Smith

Arthur Bell

Kyle Hancock

Peta Rose





This winter we've seen frequent extreme weather events with strong winds from the south, west, and northwest.

The dockmaster team keep a vigilant watch over the boats on the marina every day, particularly in extreme weather events and I'm pleased to report that all the vessels in the marina were predominantly very secure.

We did, however, contact a handful of boat owners after we added additional mooring ropes or observed covers or clears flapping in the wind. Please take an opportunity regularly to ensure your boat is secure in case of a sudden extreme weather front.

With a frequent mix of newcomers and regular marina guests, general housekeeping remains important to keep our docks and walkways clear of obstacles and presented at their best for the safety of everyone. The dockmaster team has been continuing to waterblast the docks, washing the bins, and weeding the gardens.

The carpark boom gates have now been operating for several months. My observation is that they have made the club and marina precinct more accessible to everyone; however please be sure to read the carpark terms & conditions to understand parking entitlements.

We're currently beginning a project to install new superfenders around the fuel wharf to replace the old permanent fenders that are showing signs of wear and tear. We've also installed new superfenders to three marina berths.

Please reach out to the dockmaster team if you would

like us to quote to install permanent fenders to your berth.

And in a safety focus: While much of the focus around lithium battery safety has been on main battery banks and power systems, it's important not to overlook the everyday electronics we all bring on board. Many fires on vessels have been linked to portable devices—phones, tablets, e-bikes, battery vacuum cleaners, power tools—and the use of cheap or non-compliant chargers. These small items can become serious fire hazards in the confined environment of a boat, especially when left unattended while charging. We encourage all berth holders to only use certified chargers, avoid charging devices overnight or unattended, and to store lithium-powered equipment safely away from sources of heat, moisture, and sunlight. A little care can go a long way in preventing an incident on board.

The marina team (myself, Dom, Hamish, Lachlan, and Matt) are regularly out on the dock and we welcome you to introduce yourself and to let us know if there's anything of concern for us to keep an eye on or to follow up.

As we sail into the next quarter, let us continue to uphold the spirit of friendship, sportsmanship, and camaraderie that defines our club.

Fair winds and following seas,

— **Jack Buchan**



## Reversing the trend

### A New Program Tackles Sailing's Biggest Retention Challenge

Every yacht club has seen it – a talented young sailor who seems to live and breathe the sport through their teenage years ... and then, suddenly, they're gone.

Not because they stopped loving sailing but because life got busy. They moved away for Uni. Took on a part-time job. Drifted into new routines. And just like that, the connection was lost.

This drop-off is sailing's biggest retention challenge, and it's not just anecdotal. Participation data across the country and around the world shows that most young people leave the sport around 18 and don't come back until well after 40. That's where Sail Network comes in.

#### What is Sail Network?

Launching this spring, Sail Network is a new initiative focused on keeping young sailors connected to the sport – and to each other – as they grow up and face the competing pressures and priorities of adult life.

Each month, a participating club in the Hunter, Newcastle or Lake Macquarie region will host a multi-class training day open to junior and youth sailors from any club.



The sessions will include on-water coaching, peer connection, and off-water social time – helping sailors improve their skills while building a stronger sense of community.

But Sail Network isn't just about becoming faster or more competitive. It's about creating a social web, one that stays intact even when sailing isn't top of mind.

#### Why Social Connection Matters

We lose too many sailors not because they lack talent or passion – but because they lose their place in the sport. They don't know where they fit once they leave school, move cities, or take a break. By taking a break from club membership, even the club loses touch with the sailor. And without familiar faces or clear pathways, coming back feels too hard.

Sail Network aims to change that.

By helping young people form genuine friendships across clubs and classes, we're making it easier for them to return. Maybe a former competitor reaches out



needing a for'ardhand for twilight. Maybe they bump into an old training buddy at happy hour. Or maybe they walk into a club years later – and someone recognises them.

Those moments of reconnection aren't just incidental coincidences. They're the whole point.

#### NCYC's Role

Newcastle Cruising Yacht Club will play a key role in hosting and supporting Sail Network, offering program coordination, coaching support, facilities and resources, and the opportunity for youth sailors to explore new ways to connect with their sport and their peers.

The program also offers a valuable pathway for youth transitioning out of dinghies, with opportunities to become crew, instructors, or active club members — strengthening the future of our club community. Even finding a casual job in a sailing club bar is a positive way to keep young people connected to their sport.

#### Want to Be Involved?

The first Sail Network training day is scheduled for Sunday, 21 September 2025. We're looking for coaches, volunteers and donations to help make it a success.

If you're a parent, a sailor, or someone who believes in the long-term future of our sport – we'd love your help. Let's keep the next generation sailing – and make sure the door is always open for their return.

To learn more, visit [sailnetwork.com.au](http://sailnetwork.com.au) or email [info@sailnetwork.com.au](mailto:info@sailnetwork.com.au).

– Jack Buchan | Sailing & Marina Manager

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### Seven Newcastle yachts enter race north

Seven vessels representing Newcastle Cruising Yacht Club (NCYC) will compete in the prestigious Noakes Sydney Gold Coast Yacht Race this Saturday, 26 July, marking a significant milestone for the Club and its offshore racing cohort.

The 384-nautical-mile race, conducted by the Cruising Yacht Club of Australia (CYCA) in partnership with Southport Yacht Club, is regarded as one of the most important events on Australia's ocean racing calendar.

It serves as a critical lead-up to the iconic Rolex Sydney Hobart Yacht Race, attracting seasoned campaigners and ambitious newcomers alike.

Flying the NCYC burgee will be *Frantic*, *Mako*, *Inner Circle*, *She's the Culprit*, *KD1*, *Vérité* (Double-Handed), and *Summer Salt*, all aiming to conquer the challenging coastal course.



"It's really inspiring to see this many vessels from Newcastle commit to the race," said NCYC Sailing Manager Jack Buchan. "This year, we make up more than 10% of the entire fleet, which speaks volumes about the dedication of our local sailors and the calibre of our Club's offshore program."

Among the entries is *She's the Culprit*, owned by Glen 'Cyril' Picasso and other syndicate members, who are returning to the race after a dramatic 2024 campaign.

"Last year, we were dismasted off the coast of Coffs Harbour, so we're approaching this race with cautious optimism," said Picasso. "We're excited to put our new boat through its paces in a lengthy offshore contest."

For *Summer Salt*, this year's race holds special significance. Owner Tim Gleeson is leading his crew on their first major offshore campaign in a vessel that's



been part of NCYC's history for decades.

"The boat originally belonged to my father and has been a fixture at the Club for years," Gleeson shared. "This race is the next chapter for us."

The Noakes Sydney Gold Coast Yacht Race is not only a test of endurance and seamanship but also an opportunity for emerging teams to refine their skills against some of the nation's top offshore competitors.

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*Above: Sydney 41 Mako. Opposite from top: Frantic, Summer Salt and She's the Culprit.*

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## Australia's newest hive of Superyacht activity

Newcastle is set to become Australia's newest destination for superyacht activity, with the construction of its first dedicated superyacht marina to be developed at Newcastle Cruising Yacht Club (NCYC).

The project has received a \$5million funding boost from the NSW Government through the Regional Economic Development and Community Infrastructure Program.

Minister for Regional NSW, Tara Moriarty, announced the grant on Saturday, 2 August, at NCYC.

"It's going to make a big difference to the local economy, creating jobs and tourism opportunities," she said.

NSW Member for Newcastle, Tim Crakanthorp, added that the program would deliver long-term value: "It supports real community development while creating employment and economic growth in the heart of Newcastle."

The new facility represents a major leap forward for Newcastle's maritime economy and complements its rich 200-year seafaring history. With less than 10% of superyacht expenditure typically spent on berthing, the remaining 90+ percent filters directly into local economies through marine services, luxury tourism, dining, and accommodation.

A single 55m superyacht contributes more than \$5.6million annually in regional spend.

NSW Minister for the Hunter, Yasmin Catley, noted: "This grant demonstrates the Minns Government's commitment to the Hunter Region. Newcastle will become a must-visit port, offering high-quality maritime maintenance, premium accommodation, and access to world-class local produce like Hunter Valley wines and beef."

NCYC Commodore Barry Kelly highlighted Newcastle's strategic advantage with Sydney Harbour being at capacity for superyacht stays.

"As a designated Customs port of entry, Newcastle is perfectly placed to welcome vessels looking for an alternative base, while growing skilled maritime jobs across the region," he said.

With construction of the superyacht facility set to begin, Newcastle is poised to emerge as a world-class destination for luxury maritime tourism – and the next great chapter in the city's maritime legacy.



As of March 2024, there were 5,787 super yachts over 30m in operation. More than 400 were based in the Asia Pacific region. Asia-Pacific buyers account for 7% of in-build yachts.

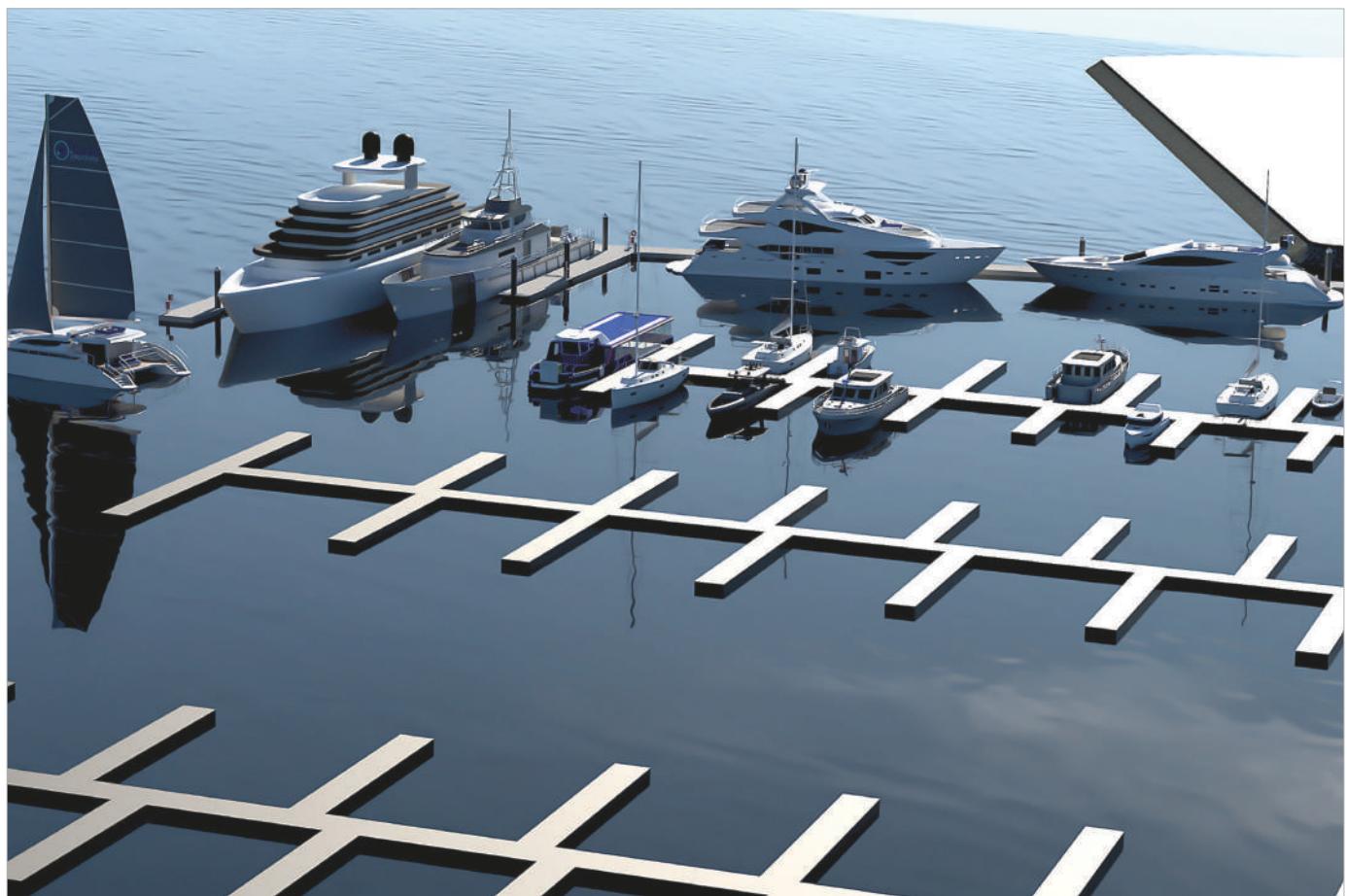
Work on the yachts ranges from relatively short maintenance periods to full refits. On average, each yacht calls at a refit yard once every two years. The expenditure and activity of the super yacht sector and its supply chain directly contributes in excess of \$590million to GDP, with a further \$1.4billion generated through flow-on activity.

Around 14,500 FTE jobs are supported by the industry, paying \$1.2billion + in wages and salaries. None of which currently flows through to Newcastle.

The major service centres are spread between Melbourne, Sydney and Cairns. With Sydney now reaching super yacht capacity, substantial overflow currently goes to Queensland or Victoria.

Therefore, Newcastle is ideally placed to tap into the service and maintenance market. The city has the refit capability, waterfront space and the trade skills that Sydney does not have available.

Currently, berthing at NCYC Marina is limited to 35m while larger vessels have to utilise a fixed wharf at the Thales site opposite.



*Above: Tim Crakanthorp, Barry Kelly, Tara Moriarty and Yasmin Catley at the Superyacht Marina announcement.*

The new facility will require installation of 450m of floating marina berths, sufficient to accommodate a minimum of six vessels, with specific requirements for security, power and accessibility.

Newcastle Harbour has transport connection to domestic and international flights, while a helipad is located at nearby Carrington. Another advantage is the proximity of the rail interchange and light rail connectivity and walking/bike trails to beaches, pools, shops, cafes and more.

## SUPERCHARGING OUR ECONOMY

- ▲ Stimulate maritime employment
- ▲ Create international recognition for the city
- ▲ Transform under-utilised harbour assets
- ▲ Reposition Newcastle as a hub for high-tech marine industry.
- ▲ Provide value and return on investment to stakeholders and supporters
- ▲ Support existing maritime industry

## Premium glamping at Wilderluxe Lake Keepit

Discover a new immersive nature experience: Wilderluxe Lake Keepit, the new luxurious glamping retreat, located between Tamworth and Gunnedah in New South Wales.

Wilderluxe is a new initiative by Reflections Holidays - one of Australia's largest outdoor hospitality groups. Over the next two years, Wilderluxe will open destinations across the state including their first at Lake Keepit, followed by locations in Lennox Head, Eden, Brunswick Heads and Lake Glenbawn.

Wilderluxe Lake Keepit is a high-end glamping escape in the heart of NSW Big Sky Country, just a 40-minute drive from Tamworth Airport and 30 minutes from Gunnedah. The property is perched high over Lake Keepit, nestled by a majestic backdrop of rolling hills and the Great Dividing Range.

Guests of Lake Keepit will be treated to the signature Big Sky Dreaming and dining experience on their first night's stay, blending western astronomy with Indigenous storytelling, along with a thoughtfully curated dining experience under the stars.

With only eight Star Tents, Wilderluxe Lake Keepit perfectly balances the adventure of camping with the elegance of a boutique hotel. Each luxurious tent offers a plush interior, king-sized bed, kitchenette, and fully enclosed ensuite bathroom.

Designed for year-round comfort, each is fully insulated and features a skylight positioned above the bed for ultimate stargazing from the warmth of the bed, looking up to the star-studded night sky.

Step outside onto the private deck, where an outdoor bath is a luxurious addition to soak while looking out across the lake and enjoy a zen-ful moment of pure wild luxury.



Wilderluxe Lake Keepit is a quintessentially Australian escape from everyday life, soothed by the sounds of the native birds, while kangaroos and wallabies hop alongside your accommodation.

Wilderluxe's holiday philosophy means you can choose from a variety of experiences to suit your mood. From water sports, to nature pursuits including hiking and cycling. To cheesemaking, cookery classes, or taking to the skies for an adrenaline-fuelled gliding or scenic flight.

Find out more and book your stay at [wilderluxe.com.au](http://wilderluxe.com.au).



# Know how to check and service your inflatable lifejacket. It could save your life.



## Servicing inflatable lifejackets

Inflatable lifejackets should be serviced annually or in accordance with the manufacturer's instructions. Servicing will ensure all parts of the lifejacket, including the bladder, inflation mechanism and CO<sub>2</sub> cylinder, are fit for use.



### Check the inflation system

- Following the manufacturer's instructions, reveal the inflation system and use the oral inflation tube to inflate the bladder.
- Leave overnight.
- If the bladder loses pressure, take the lifejacket to an accredited service agent for further tests, or replace the lifejacket.
- Do not attempt to repair your lifejacket by yourself.



### Check any cylinder/cartridge is full, armed and secured

- Remove and inspect the CO<sub>2</sub> cylinder – it should be intact with no rust or corrosion.
- Weigh the cylinder on scales – it should match the minimum gross weight engraved on the cylinder, or within 2 grams.
- If the cylinder is rusted, corroded, pierced or is not the correct weight, it should be replaced.
- On auto-inflating lifejackets, ensure all auto cartridge components are armed and in-date.
- Re-fit the cylinder to the inflation system and tighten by hand until just firm.
- Do not over tighten.



### Check the pull cord

- Re-pack the lifejacket as per the manufacturer's instructions.
- Ensure the pull cord is free from obstruction, accessible and unlikely to catch on anything when worn.



### Deflate correctly

- Invert the cap on the oral inflation tube then press down on the valve inside the tube.
- Do not insert other objects into the top of the tube as they may damage the valve.
- Roll or press down to fully deflate the lifejacket.

# AUSTRALIAN WOMEN'S KEELBOAT REGATTA 2025

The 33rd Australian Women's Keelboat Regatta was held on Port Phillip Bay, Melbourne over the long weekend in June.

The mixed fleet comprised 25 yachts ranging in size from J70 sports boats to a Beneteau Oceanis 473 and teams from Queensland, NSW, Victoria, SA, NT, and Tasmania.

Melbourne weather threw everything at the event except hail, with breezes varying from 8-22 knots, lumpy seas, brief patches of sunshine, plenty of rain, and conditions cold enough to see your breath. The Race Officer worked hard to secure the six races, particularly on the final day with variable breezes during rain squalls.

NCYC was represented by a combined clubs team of Claire Heenan (NCYC/Gosford Sailing Club), Kris Anderson (NCYC/Derwent Sailing Squadron), Alex Gibson (NCYC), Lindy Hardcastle (NCYC), Justine Gowland-Ella (GCS), Sam Dobie (DSS), and McKeira Cumming (DSS) racing on *Salvage Drink Co Jungle Juice* (Adams 10).



Despite not all having sailed together prior to the event, the team gelled quickly (Friday's training session was kyboshed by RMYS due to a gale warning in place). A solid day one saw the team take line honours in the first two races and series lead in all three handicap divisions (ORC, AMS, and EHC/PHS). Tidy crew and spinnaker work under fresh conditions proved to be a decisive performance factor.

Day 2 began with torrential rain, a howling gale and a white-capped Port Phillip Bay resulting in AP Ashore for several hours, but eventually provided calmer conditions for another windward-leeward course followed by a passage race deep into the bay. The competition stepped up with *Bullet* (Bull 9000), *Clockwork* (Sydney 38), *Salamander III*, and *Serious*



Images: Andrea Francolin



*Yahoo* (Adams 10's) getting their game face on. The lightening breeze led to a shortened long course to ensure the smaller yachts made it back to shore prior to dark! The *Salvage Drinks Co Jungle Juice* team maintained their series lead in AMS and ORC but was punished by the handicapper in EHC/PHS.

Variable winds on day three provided some unexpectedly frisky spinnaker rides following a tight 'U' flag start. Again, slick crew work and tidy tactical decisions helped secure another two first places and the overall championships win in AMS and ORC for *Salvage Drinks Co Jungle Juice*, finishing with a perfect score of 5 points in both.

The team also secured a narrow second place in EHC/

PHS and third place in the State of Origin Spinnaker Packing competition!

Social events throughout the regatta guaranteed plenty of après interaction and laughs. Fantastic regatta sponsorship provided excellent prizes and ensured no one was ever 'thirsty'. There are many opportunities available to participate in this regatta and we encourage any keen sailing women to check it out for 2026.

*The Salty Sorts team would like to thank Salvage Drinks Co for their generous financial and liquid sponsorship. Thanks also to Janet Dean for her continued faith and generosity in loaning us Jungle Juice.*



Welcome aboard Marine Rescue Newcastle.

This article focuses on the recent Search and Rescue Exercise (SAREX), held in Newcastle in mid-June and hosted by our Unit.

A major multi-agency Search and Rescue Exercise (SAREX) concluded successfully on Saturday 14 June, off the coast of Newcastle with over 70 Marine Rescue NSW volunteers and staff participating in the most comprehensive marine rescue simulation ever conducted in the Hunter Central Coast region.

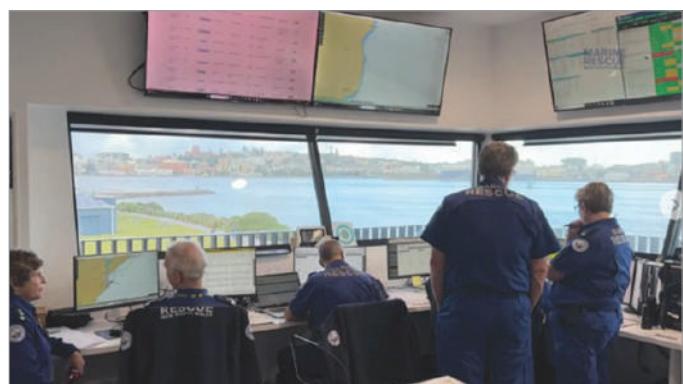
Volunteers and vessels from six Marine Rescue NSW units — Newcastle, Lemon Tree Passage, Port Stephens, Lake Macquarie, Norah Head, and Brisbane Water — joined forces with NSW Police Marine Area Command, Surf Life Saving NSW, NSW Police PolAir, Life Saver Rescue Helicopter, and the Westpac Rescue Helicopter for the live activation.

Marine Rescue NSW Central Zone Commander Dan Duemmer said the full-scale training event met its goal of testing real-time response coordination across sea and air assets.

“This was an unprecedented operation for our region — one that truly put our volunteers and systems through their paces.

“The collaboration we saw on the water and over the airwaves demonstrated exactly why these exercises are so critical,” Zone Commander Duemmer said.

NSW Police Marine Area Command Chief Inspector Anthony Brazill said the initial scenario involved four people (represented by manikins or plastic targets) in the water.



“The simulation involved a six-metre vessel with four people on board, who set out earlier on the day on a whale watching trip.

“The crew had logged their departure with Marine Rescue NSW and were scheduled to return at 6am that evening.

“When the crew failed to Log Off, Marine Rescue NSW volunteers conducted inquiries and located the vessel trailer at the boat ramp, the incident was escalated to NSW Police Marine Area Command.

“Multiple agencies and assets were deployed to conduct an immediate search of the highest-probability area, aiming to locate and rescue survivors and recover all missing persons,” Chief Inspector Brazill said.

The simulation involved designated search areas stretching from Stockton Bight to Redhead, with rescue vessels operating up to five nautical miles offshore. Four Marine Rescue NSW rescue watercraft (RWCs) and two Surf Life Saving RWCs focused on inshore areas, while air assets provided aerial reconnaissance and coordination.

Participants were tasked with locating and recovering targets, including manikins and simulated debris, as part of a realistic maritime emergency scenario. Rescue

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vessels moved in formation through assigned grid patterns, replicating the tactics used during real-life searches.

While activity was underway on the water, over 30 Marine Rescue NSW volunteer radio operators based at the Marine Rescue Newcastle base coordinated communications, honing their skills in supporting a high-pressure, evolving operation.

“The radio communications exercise ran parallel to the on-water activity and was a key element in testing our full regional response capability,” Zone Commander Duemmer said.

“It also allowed less experienced volunteers to gain critical operational experience in a live training environment.”

Zone Commander Duemmer thanked all participating agencies for their contribution and emphasised the importance of ongoing joint exercises to maintain rescue readiness.

“Our ability to respond effectively in life-threatening situations depends on how well we train together. This exercise reinforced the strength of our partnerships and the dedication of every volunteer and team member involved,” he said.



Marine Rescue NSW is a volunteer based not-for-profit professional organisation dedicated to keeping boaters safe on the water and supporting local communities.

Finally, it costs nothing to log on with Marine Rescue anywhere in the state. We will log your voyage, whether it be a journey away from Newcastle or simply a fishing trip within the river or offshore, into our ‘state of the art’ tracking system.

Should you fail to log off, whether through getting into trouble or simply forgetting to log off, we will get the ball rolling to contact you and should a worse case scenario become a real situation, the above scenario of a Search, will become a reality.

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3 Aug	Powerboat Handling Course
30-31 Aug	She Sails Open Regatta
14 Sept	Founders Day
7-9 Nov	Port Stephens Cruise
15 Nov	Academy Development Regatta
23 Nov	SSSC Full Course/Practical
23 Nov	SheSails Offshore Race (TBC)
15 Dec	Club Christmas Party

### 2026

15-18 Jan	Broughton Island Cruise
28 Feb-1 Mar	SheSails Development Regatta
6-8 Mar	Lake Macquarie Cruise
21 Mar	Youth Development Regatta
13-18 Apr	Sail Port Stephens Passage Series
24-26 Apr	Sail Port Stephens Performance Series
1-3 May	Sail Port Stephens Bay Series

## Security Phone Numbers

### Emergency

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

### Club Directory

- General Inquiries (9am - 5pm)  
(02) 4940 8188 – [info@ncyc.net.au](mailto:info@ncyc.net.au)
- Licensed Club  
(02) 4940 8188 – [barmanager@ncyc.net.au](mailto:barmanager@ncyc.net.au)
- Marina Manager (8am - 4pm 7 days)  
0408 299 512 – [dockmaster@ncyc.net.au](mailto:dockmaster@ncyc.net.au)
- Administration (9am - 5pm 5 days)  
(02) 4940 8188 – [info@ncyc.net.au](mailto:info@ncyc.net.au)
- Functions (9am - 5pm)  
(02) 4940 8188 – [functions@ncyc.net.au](mailto:functions@ncyc.net.au)



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The background of the advertisement is a photograph of a sailboat deck at sunset. A man and a woman are standing on the deck, looking out over the ocean towards a range of mountains in the distance. The sun is low on the horizon, casting a warm, golden glow over the scene. The water is slightly choppy, and the overall atmosphere is peaceful and romantic.

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**[ncyc.net.au/junior-tackers-sailing-7-12yrs](http://ncyc.net.au/junior-tackers-sailing-7-12yrs)**