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newcastle cruising
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Ladies of the Sea 15

Most Common Claims 17

autumn 2022



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A quarterly publication

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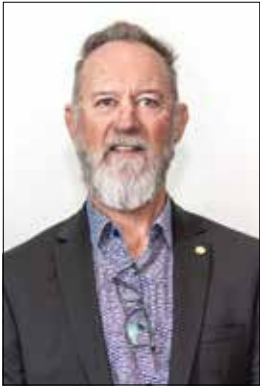
Opinions of contributors do not necessarily reflect those of the Board or the Club.

While articles and correspondence are welcomed, the Editor reserves the right to decline to publish.

NEWCASTLE CRUISING YACHT CLUB

Editor: Ethan Tucker
 Cover Image: Summer Short Ocean Pointscore
 Photo by Jack Buchan

Commodore's Message



Welcome to all our readers. I hope you all enjoy this Autumn Edition of our NCYC Journal 'Thirty-Two Fifty-Five'. Thank you to all of our contributors who have taken the time to write articles that provides us with interesting news updates, useful information and experiences to share, from across the Club. A big thank you to Ethan for his

editing/ publishing input, which makes this a great read. Ethan and his team will be reviewing the format of our Journal 3255 to keep it up to date and relevant, so you may see some changes in the Winter edition.

We have arranged a members event for the 20th of March to celebrate the end of a wet summer season, the end of COVID restrictions, and it just feels like an opportune time to have some fun in our new Clubhouse! I hope you can join us.

Following this we have "SailFest" our signature regatta for the year, which will be held during the last weekend of March. This will include Discover Sailing - for those want to give sailing a try, lots of in harbour sailing - for those want to watch, volunteer or participate, and offshore sailing, including a world class TP52 fleet.

The week after SailFest we have our Port Stephens lead in race, followed by a week of sailing at Sail Port Stephens, where many of our NCYC yachts participate.

Lots of sailing, lots of fun... it feels like 2022 is off to a great start!



Steve Rae, Commodore

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Chief Executive Officer's Report



It's been another strange summer at the club.

It was great to see the Sydney to Hobart back on the calendar and on TV's promoting our sport. Congratulations to 'She's the Culprit' for making it to Hobart and getting a podium finish in their division. Congrats to all our other sailors on a wide

variety of boats. Our regular sailing numbers have increased Offshore on both Wednesdays and Sundays. It is especially encouraging to see an increase in Rated handicap sailing – both IRC and ORC. Inshore it was great to have the Lasers back and active on a Friday night and the intra-club racing continues on Thursday in the Elliots. The Bay Sailing Centre has been a success on and off the water. Their racing numbers have been consistent, they held two great regattas over Summer, and the coffee shop is a hit with the locals. Special mention to Paul Beath for a divisional win in the NSW state Masters. As always the volunteer Race management team have done a great job conducting races up to five times a week.

Sailing Academy's learn to sail programs have continued to grow. The Academy is busy planning the Hunter Youth Keelboat program for Autumn and into competition regattas in Winter. NCYC will be trying hard to defend the Interclub Trophy. We have also started to plan for a women's high performance racing program designed to help our teams compete in the series of upcoming SheSAILS regattas around the country. We also hope to restart the popular "Masterclass" series soon.



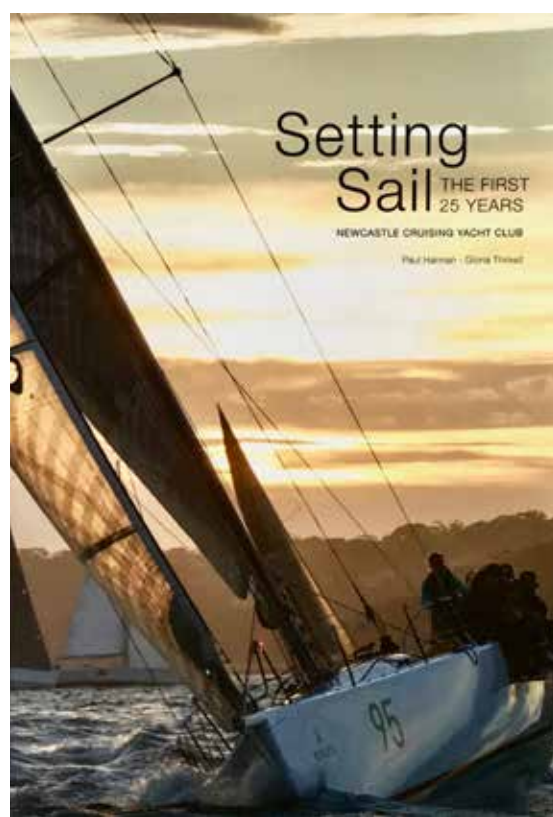
To receive up-to-date information on weather warnings, safety tips, boating tips and more.
www.facebook.com/MarineRescueNewcastle

The Clubhouse enjoyed a great reopening in October but this was cut short with restrictions from mid December through to end of January. Fortunately, we have returned to relative normal trade during February and look forward to a busy social calendar through Autumn and Winter. The Social club and Cruising division have remained active and supportive of club initiatives. Special thanks to Trudy Allen and Brian Gardoll for leading these initiatives. The Marina has been very busy with plenty of boats travelling up and down the coast over Summer.

Autumn is always a hectic time of year for regattas with the RS Aeros, Tasers, Finns, OK Dinghies, Farr 40's, TP Gold Cup, National Sailing League, SailFest and Sail Port Stephens all on our agenda.

A special thanks to the management and team that operated so well in such difficult and unusual times. Here's to a hectic but exciting regatta season!

Paul O'Rourke, CEO



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You will notice that this report has a new author. I stepped into Barry Kelly's shoes in late 2021. On behalf of the Club's board and members I want to thank Barry for seven years' service as Rear Commodore. Aided by a dedicated Sailing Committee and NCYC staff, Barry has guided the Club's sailing over

those years. The sailing side of the Club's activities could not be in better shape.

Barry remains on the Board and continues to contribute his expertise and experience for the benefit of NCYC.

At the time of writing, approaching the end of the Summer sailing season. After a delayed start due to COVID restrictions, Jack Buchan and his team have enabled sailing at NCYC to return to something approaching normal.

The Spring Short Ocean Points Score was completed in a slightly shortened form once restrictions lifted. In Division 1 PHS handicap was taken out by 'Concealed Weapon' (Barry Kelly), IRC by Jon Mead's new J99 speedster 'Joyride', and ORC Club by 'Marta Jean' skippered by Commodore Steve Rae.

Division 2 winners were, on PHS was 'Scuffy' (Richard Fleck) and ORC Club 'Ataraxia' (Scott Knights).

In the Summer SOPS Andrew Miller's 'Uprising Brightside Marine' leads PHS in Division 1, 'Joyride' is on top in both IRC and ORC Club. 'Betty D' (John Burrows) leads Division 2 on both PHS and ORC Club.

The popular Wednesday twilight racing resumed with 18 boats entered. The Spring Pointscore saw 'Pronto' (Michael McFayden) take out PHS with 'Mako' (Simon Macks) on top in ORC Club. With two races left in the Summer series 'Mako' leads both pointscore divisions with 'Betty D', 'Elena' (Robert Logan), and 'Uprising Brightside Marine' still in contention to take out the PHS series.

The COVID restrictions necessitated a reduction in the number of races in the Offshore Pointscore. In PHS 'Concealed Weapon' appears to have a stranglehold on the 4 race series which Bird Island, Pittwater weekend, and Moon Island races. 'Mako', 'Summersalt' (Peter Sinclair) and '51st Project' (Julian Bell PSYC) are in the hunt for the lowers steps on the podium. 'Mako' leads on IRC and 'Concealed Weapon' on ORC Club.

NCYC has introduced ORC Club as a new handicapping system for 2021-22. This system is a simplified and inexpensive version of the ORC International system used in premier events around the world. Currently the fee is \$45 and it is simply a

matter of entering your yacht's measurements online. This system is being increasingly used at regattas and Club events in Australia including here at NCYC. I encourage all yacht owners racing at NCYC to apply for a certificate. Full details on what is involved is available on the Australian Sailing website.

Three yachts from NCYC started the Rolex Sydney to Hobart race on Boxing Day. Unfortunately for the crew of 'Mako' a torn mainsail about six hours into the race saw them to withdraw and return to Newcastle. A damaged mainsail was the major cause of withdrawals as the fleets sailed into strong rainsqualls off the Illawarra. Wonderland was to withdraw prior to entering Bass Strait due to equipment issues.

'She's the Culprit' finished and added to her already impressive stash of silverware in the big race, finishing second in PHS and 7th in Corinthian.

As our own season draws to a close with Sailfest many of our crews will be representing our club at sail Port Stephens and the northern race and regatta circuit over winter.



Adrian Kiely

Farmer's Gin Fizz

- 50ml Farmer's Wife Gin
- 30ml Lemon Juice
- 30ml Simple Syrup
- 30ml Egg Whites
- 30ml Cream

1. Combine ingredients and dry shake (without ice)
2. Shake vigorously with ice
3. Double strain into cocktail class and top with soda
4. Finish with a few dashes of bitters and fresh mint



Club Manager's Report



Welcome Readers!
The Clubhouse has been thriving since restrictions have been lifted, with mask wearing and QR code check ins no longer required, things are finally on the road back to normal.

Nautica Dining is continuing to attract a large number of patrons, with majority of our lunch and dinner sittings at capacity. It is great to hear that people are dining at our Nautica Dining after word has spread that the quality and pricing of the meals is spot on.

We welcomed back the Farr 40 teams for their annual Farr 40 regatta and at the same time hosted the annual Newcastle Game Fishing Club Tournament weekend. We were able to test our new Clubhouse with hosting multiple events simultaneously. Each event had their own space, with the Farr 40 crews in the Foredeck and

the Newcastle Game Fishermen in the Regatta room, a skipper's dinner upstairs in the Bridge, the Retreat open for members, and Clubhouse floor full of diners. It was great to see all our purpose-built spaces being utilised successfully.

Our 'End of Summer' Members Party was a huge success! With the hopes of making up for our cancelled Member's Christmas Party - 200 members purchased tickets making it an event to remember. The buffet feast put on by Luke and his Nautica Dining team was the hit of the evening. It was great to see a diverse range of new and long-term members attending the event, with many packing the dancefloor and dancing the night away.

We hope that the rest of the year is even more successful and look forward to what the future brings for Newcastle Cruising Yacht Club.

Cheers!

Matthew Stamp, Club Manager

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Marina Coordinator Report



Around the marina over the last few weeks maintenance items have been a top priority, that is until the ever-reliable Paul Booth went on holidays. Paul and I have tightened marina fingers, replaced hinges, and completed concrete repairs. I'd like to thank the marina occupants who

relocated during these repairs for their cooperation and understanding. Further thanks to those occupants who went without water for a number of days after A-arm sprung a leak. Thanks also to Luke Wagner Plumbing for prompt and quality repairs.

If you do happen to spot maintenance items that need attention, please don't hesitate to email me. There are some areas I don't regularly see and therefore are not picked up on my daily walks (such as the female bathrooms).

The fuel bowsers now accept membership cards and can be used to apply your membership discount. Simply hold the membership card to the keypad until you hear



the beep and the 12% discount will be applied. You can then follow the prompts as normal. The old fuel discount cards will be discontinued.

March has shaped up to be an exciting month with the Newcastle Game Fishing competition and Farr40 regatta occurring in the second weekend, SailFest, and the Newcastle to Port Stephens race. We look forward to hosting our visitors and welcoming returning guests.

Matthew Williams, Marina Coordinator



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Sailing Academy Manager Report

As restrictions ease, the Academy is back in full swing with all of our courses attracting “sell out” numbers of participants. Everyone excited to be getting back out there doing things again!

Youth sailing is going from strength to strength with our annual three weeks of **Tackers** school holiday courses full at NCYC and we enjoyed growing numbers at the Bay Sailing Centre (BSC) too. Our youth **OutThere Sailing** programs are seeing a big surge in numbers and what’s most pleasing to see is some of our Tackers sailors are making the transition into the keelboat program.

To continue the development of youth sailors within our club we have established an exciting partnership with the **Hunter Academy of Sport** for the upcoming **Youth Keelboat Program**. Sailing Manager Jack Buchan and Senior Instructor Andrew Omotosho will lead this new collaboration which begins in early May.

Alongside our regular Academy program of courses, we enjoy welcoming schools and community groups to experience sailing. So far this year we have welcomed students from Callaghan College Waratah, St Pius Adamstown, Hamilton Public School, Newcastle Waldorf School, and we were pleased to re-commence our regular Tuesday & Thursday sailing for the students of Newcastle Grammar School. We are planning to reach out to local school in the Port Stephens area to establish school sailing activities at the BSC next spring. We have continued our programs for local scout groups as well as the University of the Third Age (U3A)



and Women Embrace Adventure. In February we were very excited to launch the first of our monthly sailing experiences for veterans.

In collaboration with Saltwater Veterans and Invictus Australia, we have established a **Veterans Sailing Program** here at NCYC which aims to provide

not simply a sailing experience but an opportunity for veterans to engage and connect with our Club, and establish meaningful social connections beyond their time in service. We will run ‘discover sailing’ sessions the last Thursday of every month on our fleet of Force 24s but we are also hoping to offer opportunities for a sailing experience on members yachts. NCYC volunteer Ted Anderson has been a great help in establishing this program. If you are interested in offering your yacht or getting involved as a volunteer powerboat driver or crew member, please let us know via sailingacademy@ncyc.net.au

We recently held our 6th annual **SheSAILS@NCYC Development Regatta**, which was a great success. The double program event provides a morning session for new Academy graduates to be formed into teams for their first go at a sailing regatta and the afternoon

session offers self-formed teams from NCYC and other local Clubs offering women’s development programs. We were pleased to fill both programs, with 48 participants enjoying the sailing supported by our Academy instructors and volunteers.

We will also offer two further development regattas to help our Academy graduates put their newfound sailing skills into action in around-the-buoys style





regattas. Using the same format as the SheSAILS event, graduates (those who have completed a course), can register individually and we will form you into a crew with a mentor skipper/instructor to sail the regatta together. Registrations for these events can be completed online using your AS Number.

**Youth Academy Development Regatta
Saturday 23rd April 2022**

**Academy Graduates Development Regatta
Saturday 7th May 2022**

Please see the website for more information - <https://www.ncyc.net.au/inshore-racing/> and go to the Development Racing tab.

Our **Powerboat courses** have been gaining popularity as they offer practical on-water experience and not just the theory content stuck at a desk and for the same price! We will run Start Powerboating courses throughout the Autumn/Winter season when there's less sailing activity. Links to a full list of dates is available on the website under the 'Academy' tab.



We will run another **First Aid course** for members over two Monday evenings in May as well as a **Diesel Maintenance course for Women** with Lily Barlow from 'She Can Fit It' on the 14th & 15th May. Bookings for both courses are open now.

I would like to take this opportunity to thank and acknowledge the recent sponsorships and grant support we have received. We were successful recipients of funds under the "Your Port, Our Community" sponsorship program of the **Port of Newcastle** which allowed us to purchase a full set of new personal floatation devices (PFDs) for our Tackers sailors. Through further support from **Burke Marine**, we were able to almost double the number of PFD's we could purchase, which has meant we now also have PFDs in sizes to suit our youth OutThere Sailing keelboat program participants. We were also thankful to receive funding support from **Orica Kooragang Island** under their 'Community Investment Program' to purchase new sails for our Tackers fleet, replacing the very well-worn sails which have seen an incredible amount of use since we launched our Tackers program in 2017

And finally, I would very much like to record our congratulations to our Senior Instructor Andrew Omotosho who was awarded the **National Instructor of Year** award from Australian Sailing. Andrew is an invaluable member of the Academy team, and I am so pleased his efforts, contribution and value to sailing have been recognised in this way.

Congratulations Andrew!



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A couple is seen from behind on the deck of a boat, looking out at the ocean during a golden sunset. The man is standing and holding a rope, while the woman is sitting. The sky is a mix of orange and blue, and the water reflects the light. In the foreground, the boat's deck and railings are visible.

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5 Guaranteed Ways to Destroy a Boat Battery

1) Use the wrong kind of battery

The surest way to quickly kill a marine battery is to use the wrong kind. Marine batteries are manufactured in a variety of types and for different applications, so choosing the right one is vital. Due to their lower cost, the most common type of marine batteries are the flooded lead acid type (e.g. wet cell batteries). There are also gel batteries, Absorbent Glass Mat (AGM) batteries and spiral-wound battery derivatives; and lithium-ion marine batteries, although they tend to be more expensive.

Marine batteries are made to meet two applications. Starting batteries, also known as cranking batteries, provide a large jolt of amperes. As the name implies, they are typically used to start a marine engine and are built to recharge quickly.

Deep cycle batteries are designed to provide fewer amperes but are intended to operate for longer. They run the various electronics components on a boat and are meant to recharge more slowly. 'Pure' deep cycle batteries aren't designed to be fully discharged. Instead, they have an ideal operating range (typically around 60 per cent) and shouldn't be discharged below this level.

Dual-purpose batteries are also very common. Sometimes referred to as just marine batteries, they provide a balance between starting and deep cycle use.

A cranking battery repeatedly used for deep cycling can degrade in a matter of weeks, and vice versa, so choose the right one.

2) Overcharge and undercharge

Batteries need to be properly maintained in order to last. Essential to marine battery maintenance is proper charging so always use a charger that meets the manufacturer's recommendations.

Regularly under-charging a battery erodes its performance and reduces its life due to a phenomenon called sulfation. This occurs when lead sulfate crystals form on the negative plates, impeding performance and reducing the battery's ability to charge. Eventually this can render it unusable.

Excessive or incorrect overcharging can be equally damaging, particularly with AGM and gel batteries. Doing so can 'cook' a battery so it is essential to follow the manufacturer's charging recommendations.

Thankfully, many readily available tools and accessories are available to keep your batteries in running order. For example, charging and maintaining a battery over long idle periods (during Winter or lock-downs) using a multistage charger will prolong its life.

3) Don't maintain your battery

Marine battery maintenance means more than regular charging. Neglecting other forms of maintenance can also lead to deterioration.

Water loss, due to evaporation from heat and other chemical reactions, is common in wet cell batteries. It can rapidly shorten a wet cell battery's life if left unchecked, so ensure the water level remains topped up (but not to overflowing). Only use distilled water, as impurities in tap water will accumulate inside the battery. Note that deep cycle batteries tend to lose water faster than starters.

External components should also be inspected. Check that the lead posts don't show signs of coming off (they can be weekend if a terminal was forcefully connected). A gentle dose of grease, lanolin or Vaseline can stave off corrosion on exposed metal terminals. Once a year, clean out the battery box, check for signs of leaks and corrosion, check the vent is clear, and inspect the tie-downs.

4) Place the battery in the wrong spot

Marine batteries differ to car batteries in that they are meant to operate in an environment that will be subjected to strong vibrations.

Even so, a poorly installed setup can suffer from excessive vibrations, which in turn loosens the internal workings, eventually weakening the battery.

The battery box (especially on smaller boats) should be located where it won't be adversely affected by wave pounding and engine vibrations. It should also be situated in a location where it won't get flooded by seawater. Wet call batteries should also be situated in a location with adequate ventilation.

5) Buy the cheapest possible marine battery

As with so many things in life, you get what you pay for with boat batteries. As mentioned, marine batteries need to fulfil several functions so the temptation may be to buy an automotive battery. While not contrary to any regulations, using a battery that is less likely to resist vibrations or which can't handle steep discharge cycles puts you at risk.

Purchasing a second-hand battery is generally inadvisable. You don't know its history and it's probably not covered by the manufacturer's warranty.

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Radio Yacht Squadron

Our radio yacht squadron has been steadily growing since its inception last year, but recently we took a huge leap forward. After commencing with the nominal six members to form a fleet, membership steadily grew to 14 by Christmas with the dominance in the 10R class, and a few IOM vessels mixed in. We have seen many interested visitors as we sailed every second Sunday and every Tuesday. Most show interest (COVID limited our sailing time) and we have seen new members join and acquire used boats with some of the foundation members having upgraded to newer and more competitive yachts.

Several local IOM owners who usually race with other clubs visited us and were impressed enough to boost our fleet numbers in the class to a level that we can now race the IOM class separately on the alternate Sundays to the 10Rs. Our sailing calendar now blends with the sailing calendar of another club in Lake Macquarie, allowing each class to race alternate weekends with each. This is exciting news as it has brought new and very active membership to our fleet with high quality boats and experienced sailors. We anticipate membership to be in the 25 to 30 bracket very soon.

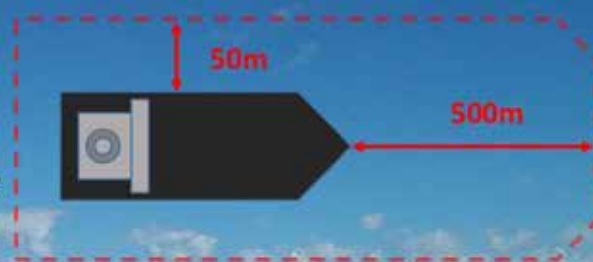
Another big step is that since officially being registered, the state authority (NSWRYA) approached us recently to run a Grand Prix regatta for the 10R class on the

weekend of 9/10 April. We have accepted the challenge to organise and run this event, expecting a fleet of 20 to 30 boats. NCYC's Radio Yacht Squadron is somewhat unique in that we offer participants an exciting and challenging course which includes substantial tidal current and fabulous sea breezes. The recently redeveloped Carrington foreshore offers a superb platform for radio-controlled yacht sailing. We look forward to welcoming and presenting our fabulous sailing venue to all visiting sailors.

Very few other Radio Control Yachting Clubs across Australia are able to offer club facilities with an exceptional bar and restaurant such as ours and we believe we can set a new and higher standard in running this event. We will later consider running a similar event for the IOM class as well. It is our intention, that once we successfully establish these events, we can then hold them at the same time in future years. We are of the belief that the opportunity to host state, national and possibly even world events is not out of the question. Our Radio Yacht Squadron is excited at the prospect of being able to contribute to both the growth and expansion of NCYC and are grateful to all those within the club who have offered their support and assistance in our first year of operation.

Crews are reminded that Newcastle Harbour and approaches are a restricted navigation zone. Recreational yachts need remain clear of commercial shipping. Sailing Instruction 15.2 provides the ability for race yachts to use their engines to move away from commercial shipping without incurring a penalty.

Minimum Distances



Ladies of the Sea Coaching Regatta

For the first time, in January 2022, NCYC was represented by two women sailors, Leah Suters, and myself, Kim Mears, at the RSYS Ladies of the Sea Coaching Regatta (LOTS). At the wrap up of the NCYC 'SheSAILS' Open Regatta in late November 2021, Gemma Burns from Australian Sailing, spoke of upcoming regattas and opportunities for women. The LOTS is normally held over the October long weekend, however last year it was postponed due to COVID lockdowns.

RSYS could not have been more welcoming! We met many people, and learned a lot about sailing Ynglings and racing skills in general. There were Elliott 7's, Ynglings, and larger yachts in the LOTS fleet. Leah and I each sailed on different Ynglings. Leah helmed her boat and I crewed on mine. Leah is an accomplished sailor with lots of experience, and I'm an intermediate sailor eager to learn more, so this regatta suited us both.

The RSYS committee, led by Rear Commodore Karyn Gojnich, were fabulous at organizing us onto boats, teaching us the theory and skills of racing whilst at the same time, ensuring that we were having fun. The 80 participants from nine different clubs, were very enthusiastic and had a wide range of skill levels. The

coaches were absolutely wonderful, and included World Champion David Chapman, and Olympic Nacra medalist, Lisa Darmanin.

We spent the mornings doing start drills, had onshore coaching during lunch, and spent the afternoons racing. We were even able to stay at the RSYS in a room with a view of Sydney Harbour!

It was an action packed couple of days, and we fully recommend connecting with Australian Sailing and taking these opportunities when they arise. It was exciting to sail on new waters, make connections further afield, and develop our on-water skills.

Kim Mears



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LMYC She Sails Regatta 16th January



On Sunday, 16th January, LMYC held their inaugural 'SheSAILS' event. It was an 'around the cans', non spinnaker, pursuit start race. All participating yachts had to have a female helmsperson, and 50% of the crew had to be female. NCYC helmspersons were Peta Norris, Leah Suters, Oonagh O'Donovan, Sarah Gamble, and Jan Howard. Twenty yachts participated in perfect 15 – 20 kt southerly conditions. Twenty-five women sailors from NCYC were spread across 5 yachts: 'Ross St' (Beneteau First 40), 'Fathom' (Sydney 39 CR), 'Stampede' (Inglis 39), 'Senta' (Bavaria 34), and 'Lucille' (Beneteau Oceanis 43).

Everyone had a fantastic time, learned a great deal, and improved their sailing skills, with 'Fathom' recording the fastest time around the course. It was great to be able to support this LMYC 'SheSAILS' initiative. We are most grateful to LMYC yacht owners who made

their boats available and in the case of 'Fathom', lent their boat to our crew to sail independently. It is good to see such events continuing to reinforce the strong relationship between LMYC and NCYC.



Most Common Claims

Collision

Whether it be with another boat, a log, or even a whale, collisions occur A LOT. Collisions are definitely the claim we see the most of and the damage suffered as a result of them can range from minimal to extreme. You may be lucky enough to get away with a scrape but you could also end up with a decent sized hole. In the other end of the spectrum you may also be held responsible for the damages to another person's boat or property.

Weather/waves/storms

The perils of the sea can be largely unavoidable and subsequently we see this type of damage frequently. Typically damages resulting from the weather can be greatly minimised by securing your vessel appropriately (removing any loose items, removing covers and awnings, adding additional lines and fenders, etc.). In most cases weather warnings are in place the days prior to an event giving you ample time to protect your asset as best you can. Wave damage can be more unpredictable but it goes without saying, if you're encountering treacherous conditions then be sure to secure everything as best you can in order to minimise damages.

Lightning

Ahhh lightning damage, the nemesis of our diligent claims team. Why? Because lightning claims commonly take the longest to resolve due to the meticulous testing that is often required. This is of course not always the case and is largely dependent on the electrical system on a boat and the unpredictable nature of lightning strikes. It can however cause frustration for both the client and our team when the extent of the damage can't be identified in quick manner. Further, lightning claims can be scary! A direct strike at sea is incredibly loud and if you're far from land and your navigation system fails it's definitely not a fun situation. This is another reason why we are so adamant about the necessity for paper charts on board, you never know when you may need them. Adding to this, lightning strikes are becoming more and more common both at sea and on land, therefore it's wise to unplug electronics whilst the vessel is not in use.

Grounding/Stranding

Groundings are again an incident we see far too often and are largely avoidable. Most of the time the damage we deal with results from hitting the bottom or temporarily stranding on a bank at low tide. Here the damage is typically suffered by the prop or shaft, abrasion to the antifoul or even impact to the keel or rudder. In other cases however a vessel may end up completely stuck on a reef or come off its mooring and get beached. In these instances a substantial salvage operation may be required which can become wildly expensive depending on the size, type and location of your vessel as well as the damage suffered. The burden of these costs can be life altering, it's a time where most are really grateful that they have insurance. How to best avoid groundings is to know the area you're travelling through, zoom in on maps, ensure you anchor is fit for purpose and secure when dropped, regularly service your mooring... just to name a few.

Theft/Vandalism

While we haven't encountered many vessel thefts, we see the theft of personal belongings or equipment regularly. Most of the time the thefts are a result of belongings being left within easy reach of thieves. It may be fishing rods left loose on the deck or a tender tied by rope to a public jetty. So our advice to you, don't make life easy for thieves! Vandalism on the other hand is another degrading situation. Whether it be teenagers breaking onto your boat to have a party or criminals throwing rocks at the windows of your vessel. These situations often cannot be avoided but hey, that's why you have insurance!

Sinking

Submersion is certainly far from ideal and just like with groundings the salvage operation can become an expensive exercise. Again, submersions happen for a variety of reasons but unfortunately they often result from a lack of maintenance which insurance does not cover. Often the damages from a sinking could have been avoided however the impacted vessel did not have operational bilge pumps on board. Submersions are also incredibly daunting for those on board if the incident happens out at sea! Always be sure to carry the required safety equipment to protect yourself and your crew should the worst case scenario occur.

Engine Failure

Engine failure is a tricky one as in many instances it is not actually covered by insurance. The determining factor will always be the cause of the loss. If your engine fails as a result of an accident such as a grounding, lightning strike, collision, etc. then it is covered however if the damage results from wear and tear, lack of maintenance, faulty workmanship or the likes then it is likely not able to be considered as a claimable event. That being said, should you require an emergency tow due to an engine failure we will always try accommodate and assist you and in most cases won't even charge you your standard deductible. Now what is the best insurance for your engine? Not skimping out on having it serviced by a reliable mechanic!

Mast breakage

Masts can come down for many reasons and they have the potential to cause huge amounts havoc on their decent. Sometimes it can be a result of a large collision, at other times it can be caused by a faulty or weathered component of the standing rigging. Riggers worldwide recommend the replacement of the standing rigging every 10 years and the regularity of mast breakages from old standing rigging is one of the many reasons why. If you are at sea and your mast breaks, firstly do your best to not panic (easier said than done of course) and then try secure the mast as many components as possible. After that motor to your nearest port and get in touch with the Pantaenius team.

Fire

Fires can start for various reasons and we have truly seen it all! The unfortunate thing with fires is that they are tremendously destructive, often leading to total losses. They also typically take longer to solve as fire investigators are involved to determine the cause of the damage which is the determining factor in the cover available. If the loss is as a result of another parties negligence, such as an electrician who undertook faulty installation work, then this individual/company would become liable for the loss. Like any claim, fire damage can be minimized if prompt action is undertaken. Do not hesitate to call for professional help if a fire breaks out, after getting yourself to safety of course.

By Terry Reynolds



ON THE WATER

YOU NEVER KNOW WHERE THE NEXT 'ASSIST' WILL BE.

Many readers may have seen Newcastle 30 carrying out training and assists/rescues in the Harbour, up towards Hexham, or off the coast.

These are the usual areas that we operate in however on a beautiful summer's afternoon in mid-February, a call for assistance was received by Radio Operator Rick Nevile from a stranded and broken-down jet ski operator a mile or so up the Patterson River.

Ron Calman, who has been travelling these waters for years as a policeman and now a Master Coxswain for Marine Rescue had not been up that far before so prior to accepting the job, contact was made with our local RMS Boating Safety Officer, Mick.

Mick informed the crew that our boat could easily navigate the river as there was plenty of depth and the bridges high enough to travel under.

Ron, along with crew members Lyn Van Homrigh and Stuart Lawson departed NYCY at 1655 for the long trip. NC30 made good time and arrived on scene at 1820 where they hooked up the Jet Ski and to allow a much easier ride back for the operator, took him onboard NC30 for the trip to the ramp at Raymond Terrace.



The Jet Ski and operator were safely landed at the ramp at 1920 and an uneventful return to NYCY, arriving at 2000.

Recently, NC30, crewed by Ian Morrow, Terry Reynolds, and Bill Johnson were asked to proceed to about a mile off Redhead to assist our sister vessel from Lake Macquarie to escort a 30+ foot cruiser.

The cruiser was suffering engine issues and possible ingress of water. The master had intended to proceed to Lake Macquarie however the bar was far from navigable so had no option but continuing to Newcastle.

After a very bumpy exit from the Harbour and rough seas, NC30 arrived on task and kept about 200 metres abeam of the vessel where both the cruiser and LM30 followed NC30 into Newcastle.

Due to the weather deteriorating, Lake Macquarie's crew left their boat at NCYC and returned the next day to return home.

OFF THE WATER

In January we had two of our boat stream members promoted. Bill Johnson received his Coxswain slides and John Lane his Crewie slides. John is also our newly appointed Unit Treasurer.

BZ to both.



Coming Events...

March 2022

- 5-6 March – SheSAILS Development Regatta
- 11-13 March – Farr 40 National Championship
- 11-13 March – Newcastle Game Fishing Tournament
- 19-20 March
Sailing Champions League Youth Finals
- 20 March – End of Summer Celebration
- 25-27 March – TP52 Gold Cup
- 26-27 March – SailFest Newcastle
- 26-27 March – Sailing Champions League Open Final

April 2022

- Monday – Friday Newcastle Food Month Dish
- 3 April – Newcastle to Port Stephens Race
- 4-10 April – Sail Port Stephens
- 27 April – Plate Date
- 30 April – Academy Youth Development Regatta

May 2022

- 7 May – Academy Graduates Development Regatta
- 8 May – Mothers Day

Every Week

- Monday-Friday Happy Hour 4-6pm
- Tuesday Night Trivia
- Thursday Night Members Draw & Raffles



CAN YOU HELP?

The Mission to Seafarers provide Care Packs for visiting sailors to Newcastle

- **Books**
- **Men's Clothing**
- **Men's Jackets**
- **CD Music**
- **Souvenirs**
- **Toiletries**



Any donation is appreciated and can be left at NCYC Admin/Marina office or dropped off at 96 Hannell St, Wickham

Security Phone Numbers

Emergency

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

Club Directory

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

ICOM MARINE PRODUCTS 2019



Icom's range of VHF and HF marine transceivers cover all your communication requirements from recreational to commercial applications.

To find out more about Icom's marine products please email us at sales@icom.net.au or visit our website at www.icom.net.au



NEWCASTLE CRUISING YACHT CLUB

95 Hannell Street
Wickham NSW 2293

(02) 4940 8188
www.ncyc.net.au
info@ncyc.net.au

HARBOURFRONT DRINKS, DINING AND FUNCTIONS

Newcastle Cruising Yacht Club's newly extended and renovated clubhouse is now open and welcoming members and guests

The venue has a relaxed and contemporary resort-like feel, quite unique for Newcastle

Call NCYC today to host your next event

We offer a choice of spaces for anything from intimate weddings and Xmas parties, up to gala dinners and corporate events for 300 people, all in an exclusive location

Members receive special discounts

(02) 4940 8188 | functions@ncyc.net.au



NAUTICA DINING

The NCYC's all-new Nautica Dining is a fresh culinary experience in every sense, with award-winning Executive Chef Luke Carpenter leading an eclectic and dynamic kitchen crew

The restaurant offers a superb a la carte menu, bar and lounge classics and a selection of degustation packages for special family and work occasions

Book online at ncyc.net.au



FRIDAY TWILIGHT SAILING

NCYC also offers learn-to-sail opportunities for all levels of experience ... and what better way to kick-start your weekend than a sailing experience on Newcastle Harbour as the sun sets

2 hours of sailing with a qualified instructor, followed by a complimentary drink in the new club **\$40pp**
Limited numbers – average agility required

(02) 4940 8188 | sailingacademy@ncyc.net.au

ncyc.net.au/adult-learn-to-sail