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newcastle cruising
yacht club journal

SPRING 2022

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TWO-UP ON KD4



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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

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Cover Image: *She's The Culprit*
 Photo by Salty Dingo



Welcome to all our readers. I hope you enjoy this Spring Edition of the NCYC *Journal 3255*. A big thank you to our members who have contributed articles and shared their news, also to Ethan for the editing and presentation, to make this edition a great read for us all to enjoy.

It's hard to believe the new clubhouse extension has only been completed and available for our use for one year – it feels as though we've been using it for much longer! It's great see our members have been enjoying the greater selection of room sizes and locations for a whole range of events. The club's Annual General Meeting was held in August, where the Board updated our members on the sailing and social events that had been held during the 2021/22 financial year, as well as our financial results, members survey feedback, and follow up actions that the club will be taking for further improvement.

"In December we will host the Hunter 100 – a 100nm overnight race that will also be a Sydney to Hobart qualifier"

Our 2022/23 sailing season started on the September 11 with Founders' Day, and the first race in the Spring Short Ocean Pointscore series. In December this year we will host a new event, the Hunter 100 – a 100nm overnight race, which will give an opportunity for racing and cruising crews to learn and experience racing (safely) through the night. This will also be a Sydney to Hobart qualifier.

NCYC was well represented at this year's Australian Sailing State Awards, with Lia Grosvenor being a finalist for Sailing Instructor of the Year NSW/ACT (well done Lia!) and NCYC won the NSW/ACT award for Best Club. NCYC is now a finalist for the national award for Best Club which will be announced on November 4. We'll keep you posted.

We have a fun-packed Melbourne Cup Day event coming up on the November 1, and the members Christmas Party on December 18.

I hope to see you there.



– Steve Rae


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We are excited about a great summer at NCYC. We have a great balance of sailing and social events and activities planned on the calendar for 2022/23. Make sure you are receiving the weekly e-newsletter to keep up with what's going on.

The sailing calendar is jam-packed with Members inshore

racing on Monday nights, Youth Academy Tuesdays, Twilights Wednesday, Champions League Thursdays, Two-Handed afternoons on Thursday, Lasers Fridays, and Offshore point score racing Sundays. We have our weekend away to Port Stephens planned for November 12-13, She Sails Regatta November 26-27, and our Christmas Sail December 18.

We have also introduced an overnight race – The Hunter 100 – to start 6pm Friday, December 2. This will be a great opportunity for our Ocean Point Score fleet to extend their skills, for our Hobart fleet get some training in, and for us to promote Offshore Sailing to the wider community.

Special Events continue to be important to our club. We have the Hunter Sailing League in late January, Flying 11 Class National Titles and Laser Masters Australian Championship at the BSC, TP52 Gold Cup, the Asia Pacific Champions Sailing League Final, and our major annual regatta SailFest to finish the season.

Special congratulations need to go to our Youth High Performance Squad which retained the Interclub trophy against the three, much larger, Sydney clubs. This year we partnered with The Hunter Academy of Sport, which was a great contributor to squad learning.

Our club instructor, Andrew Omotosho, and team head coach Thomas Steenson did a great job helping the squad prepare. The sailors did the real work learning and converting it into “high performance”.

We really hope the squad stays together, grows, and sets their sights on some international trophies. We also enjoyed podium success with a Women's High Performance Squad at regattas in Mooloolaba and the Central Coast. This off-season also saw NCYC represented in the North Queensland season with a dozen racing and cruising boats and individuals sailing on a variety of boats.

The Sailing Academy has continued its unprecedented demand. All courses have been heavily booked and we look to expand our offering. Our Academy Manager, Jacqui Ellis, and Mary Holley have been working hard on a pilot course for transition to yachting. This is



Photo: Mark Rothfield

planned to fill the skills gap between Force 24 yachts and large offshore yachts.

Our new clubhouse extension is coming up to its first birthday. It has been extremely successful providing great amenities for socialising, training, meetings, and special events. Again, our thanks go out to Vice Commodore Valda Johnston, the house committee, and Williams River Steel for the delivery of a great product. The layout and décor were very well received by members and guests.

We look forward to hosting some special member events this summer including Melbourne Cup, our Spring “Fare”, Senior and Life members lunch, the Members Christmas party, and New Year's Eve. We welcome our new Functions Manager, Rebecca Frost, to the team and Cameron Sneddon has taken on the responsibility for Dining Service.

Congratulations and thanks to all the members, competitors, volunteers, and staff who helped us win Australian Sailings “Best Club in NSW” for a second time. I hope all our members can enjoy sailing and boating activities over the summer.

– Paul O'Rourke

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NEWCASTLE CRUISING
YACHT CLUB



NCYC membership continues to grow at a steady pace. At the end of September, membership was as follows: 312 General, 216 Crew, 6 Youth, 824 Social, 8 Life, 9 Junior, and 26 Senior.

Many members and guests have commented on how pleasant it is to be greeted at Reception by a staff member, and when

required, have some assistance with checking in.

During the colder months, two special social events were held. The Winter Solstice Dinner, a new idea, was well attended with many compliments received regarding the delicious winter menu. Numbers were down a little this year for the Black-and-Gold themed Presentation Night.

Those who attended had a fantastic time with dancing and the usual NCYC conviviality being enjoyed until late. This year, the function was held in the Regatta Room, with the Restaurant and Bar area remaining open for members and guests.

The Blessing of the Fleet and Opening of the Sailing Season was held on a sunny spring day and was well attended. Conditions were perfect for Race 1 of the Spring Ocean Point Score.

With spring upon us, we have some new events on the calendar, a Senior, Life, and Founding Members Lunch in late October will give long standing members an opportunity to get together, and new members will be invited to a special Thursday evening New Members gathering in mid October. It is intended that the latter two events will become twice-yearly occasions.

A small group of keen moviegoers has enjoyed the Monthly Monday Movies in The Retreat. The most recent film, *The Race of the Century*, is an excellent, recently-released documentary about the 1983 America's Cup. It was well attended and provided a good dose of excitement, history and nostalgia.

A new Raffle format is being trialled. Tickets may be bought online during the week or over the Bar, and there are some generous prizes to be won.

Members will notice that the restored collection of burgees has been hung in The Foredeck. This adds colour and interest to the space and, gradually, appropriate art work will be added elsewhere in the club. We aim to have our clubhouse looking and feeling like an attractive, welcoming and friendly yacht club.

The NCYC Cruising Fleet has have been enjoying fantastic weather for the past few weeks as they explore the beautiful cruising waters of the Whitsundays. It has been a great achievement for all participants who have "cruised in company" to Far North Queensland during the winter months.

To plan, upgrade, maintain, and provision their boats, arrange crew, and above all, to commit the required funds, has involved a great effort. The participants have enjoyed wonderful friendship and comradery for over three months. As "Cruise Captain," Brian Gardoll said: "I feel so privileged to have been part of it!"

There will now be plenty of experienced cruising folk to give advice and support to members who wish to venture further away from local waters. Let's hope that such a successful cruising program can be repeated in the future.

– Jan Howard

ALWAYS LOOKOUT FOR SEAGOING SHIPS

DO NOT pass within 30 metres of the side or stern of a seagoing ship

- > Before heading out check the Daily Vessel Movements at portauthority.com.au/lookoutnewcastle
- > Keep monitoring the safety broadcast from Newcastle Harbour VTC (24/7) VHF Channel 09

STAY FAR AWAY TO BE IN SIGHT

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.

Line of vision from bridge
Blind distance ahead

BE AWARE IT'S THE LAW

Under NSW marine legislation you are required to never obstruct, restrict or impede access to:

- > any fairway or channel
- > any wharf or other landing place
- > the safe navigation of a vessel
- > the handling of cargo or movement of passengers
- > launching, removal, securing of a vessel.

It is an offence to:

- > fail to comply with the directions of the harbour master or any person acting under the direction of a harbour master
- > operate a vessel in any navigable waters negligently, recklessly or at a speed or in a manner dangerous to the public

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It was an eventful winter for INCYC with many notable achievements. Our Nautica Dining Restaurant won the Clubs NSW Newcastle/Hunter Valley Perfect Plate Awards with our Pan-roasted Daintree Barramundi, roast cauliflower, satay spices, peanuts, pomegranate, and herbs dish. Our restaurant and Executive

Chef Luke were also mentioned at the awards night as one of judge Colin Fassnidge's top three dishes out of all the clubs in NSW.

Our club also won NSW/ACT 'Club of the Year' at the Australian Sailing Awards. The second time in four years! We also made the final three clubs in contention for the 'Australian Club of The Year' award, which we won back in 2019. Hopefully all our hard work over the past 12 months will be enough to secure the title again.

We recently commenced our new Weekly Club Raffles with a new online raffle system called Raffletix. It was a huge success from the first week, with over \$1,500 in prizes to be won, such as an overnight stay for 2 in a loft suit at the Anchorage Hotel & Spa including a 3-course dinner (worth over \$600).

The new format allows for tickets to be purchased throughout the whole week and, while you can still buy tickets at the clubhouse bar, you can now also get them online. The support our new Club Raffles received in the first week was amazing with more than 10 times the tickets purchased compared to our old Club Raffles system. This is great support for Mission to Seafarers, Marine Rescue Volunteers, and our NCYC Touring Sailing teams which receive the profits from our Raffles.

We have a bright Spring ahead with a nearly full functions calendar and many club events between now and the end of the year, such as Melbourne Cup, our Members Christmas Party, and New Year's Eve. Cheers!

– Matthew Stamp



Hi, I'm Rebecca, but you'll get to know me as Bec. I have a passion for being able to provide the perfect function, whether it be a meeting for 10, birthday party for 60, presentation dinner for 120 or a big wedding.

I've built my career in hospitality by learning and experiencing all forms of it. This has been through building teams for running concerts and events around Australia, with staff from 10 to 200 people, all recruited specifically at different locations throughout Australia by myself. Adding to this experience, I have been responsible for three restaurant locations in Newcastle, overcoming the challenge presented during COVID 19 and maintaining staff loyalty needed to keep moving forward through this.

When I'm not working, I'm exploring different parts of Australia with my husband and son or spending time with my large family, which is an important part of my life.

Chef's Report



By Chef Luke Carpenter

Thank you to everyone who voted for Nautica Dining in The Perfect Plate Awards. It was a fantastic achievement to take home the regional award and have recognition of the kitchen teams hard work and dedication.

I would also like to take this opportunity to congratulate one of my chefs, Zoe Harrison, who recently went to Melbourne to represent NSW Regional at The Nestle Golden Chefs Hat Competition.

With Spring arriving, we'll be featuring a few new items such as new seasons lamb, mangoes, passionfruit, and fresh, reasonably priced berries. Broad beans and peas are starting to appear as the warmer weather arrives.

We will start to see a flurry of Australian asparagus start to arrive as well. Look out for these items on the menu or specials throughout the season.

As we begin to get busier with sailing starting up and the warm weather and lighter nights coming, I ask that you please try to book a table in the restaurant if you intend to dine. We hate to disappoint as sometimes we can't guarantee anything if you walk in without a reservation.





Hi all and welcome to the Spring edition. We had a reasonably busy marina over winter, with the usual influx of travellers heading north, coupled with the unloading of *The Heemskerckgracht*, which saw some beautiful vessels berthed with us before they departed to their home ports.

We also welcomed RMYC

Toronto Cruising Section, who joined us for an evening and participated in the blessing of the fleet on their way out of Newcastle. It was great to have them here, especially in the absence of our own cruising fleet who have travelled north chasing an endless summer, leaving a noticeable absence on the marina and in the bar.

We look forward to welcoming the cruising fleet back to NCYC over the coming weeks and also the fleet from the SASC Cruising Group.

They will join us for an evening in early November. Maintenance items continue around the club, with pressure-washing currently being undertaken when the weather permits. To assist the marina team with this, please ensure loose ends of mooring lines are stowed on deck as opposed to the marina walkway. Please also ensure marina fingers are kept free of all gear. These small housekeeping items not only prevent trip hazards but make the marina much more presentable.

With spring well underway, I'm enjoying the somewhat warmer weather and look forward to more of the same. The NCYC Clubhouse is beautiful in the afternoon, and there's nothing better than enjoying a beer while looking over the marina and then grabbing dinner at Nautica Dining afterwards. If you haven't tried Luke and his team's exceptional food, I highly recommend you do so.

Thanks for reading, for your continued support, and for being valued members of NCYC.

– Matthew Williams

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DRY BLACK

Asahi Super Dry Black focuses on the rich, flavoursome nature of a darker brew while still capturing the refreshing, dry taste that Asahi Super Dry is known for. The first extension of the original lager, Dry Black is brewed like a traditional lager and uses the iconic No.318 yeast that Super Dry is known for. The deeper, darker flavour of the beer is derived from roasted malt, while the crispness comes from the addition of rice and corn.

5.5% ALC/VOL
SUPER DRY DARK LAGER

Asahi Super Dry Black is a dark lager beer. The label features the Asahi logo and the text 'Asahi Breweries Limited', 'SUPER "DRY"', 'Asahi', and 'DRY BLACK'. Below this, there is a small table of ingredients and a list of awards. The bottom of the label has the Japanese text 'スーパードライ ドライブラック' and '生ビール'.



Marta Jean was awarded 'Best Dressed Crew'

Blessing of the Fleet 2022-23

The 2022-2023 boating season was officially launched Sunday, September 11, at Newcastle Cruising Yacht Club!

The annual Blessing of the Fleet occurred in the morning with Rev. Garry Dodd from the Mission to Seafarers joining us at Honeysuckle Hotel to bless our fleet as they took part in the parade.

The Blessing of the Fleet is a centuries-old tradition meant to ensure a safe and bountiful season.

The parade comprised a variety of vessels from the marina, including racing yachts, motor cruisers, our official boats, and Marine Rescue – where Ron Calman OAM displayed a poignant tribute to the late Queen Elizabeth II.

Marta Jean was awarded the Best Dressed Crew with their theme of Try Sailing/Sport Day, while *She's the Culprit* was awarded the Best Dressed Boat sporting their battle flags.

The first race of the season kicked off in the afternoon – starting in a light westerly before experiencing a 180-degree windshift on the way out of the harbour, where the fleet met a similar strength 8-knot easterly breeze for the remainder of the race.

Concealed Weapon got an early jump as they were met by a zephyr of wind, carrying them ahead at the pin-end of the start line while the rest of the fleet had to work hard to build boatspeed in lighter air.

The Archambault maintained a commanding lead right to the finish.

Joyride, with its kite full, then made ground toward the leaders before the major windshift halfway up the harbour. *Joyride* ultimately won the race in the IRC & ORCc rating divisions after finishing behind *Concealed Weapon* over the line.

She's the Culprit picked up some ground on the spinnaker run back home to the harbour where they clawed their way up to a win in the PHS division.

Ohana participated in their first race and showed strong boatspeed, crossing the finish line first in their division while *Scuffy* took home the PHS win and *Betty D* took ORCc.



The Blessing of the Fleet is a centuries-old tradition meant to ensure a safe and bountiful season



Welcome to the new 2022-2023 boating season. We're now well into daylight savings and it certainly feels like summer again. The club is now bustling with sailors here for racing literally seven days a week!

Fortunately, my summer started a little early this year with the opportunity to join the race

management team at Hamilton Island Race Week among, impressively, a large number of locals who contribute to the successful delivery of the event.

I also enjoyed spotting many Newcastle members both racing and cruising at the Whitsundays throughout August and September this year.

On return to Newcastle, we launched the new boating season with the annual Blessing of the Fleet and then the first offshore race of the season. The race was light and pleasant – a stark contrast to the following weekend where we raced in an impressive 25-knot westerly and captured some great shots of our fleet.

We've also started our Ocean Pointscore with the first race being a 40 nautical mile passage race to Anna Bay and back. I was able to join Robert Logan on his Catalina 355 and we competed in the club's new double-handed division. Again, this was a relatively light wind race and so we crossed the finish shortly after dark on that Sunday night.



Twilight racing has also returned and continues to be an excellent platform for yacht owners who are new to racing or existing sailors to enjoy a relaxed race after work on Wednesday afternoons. Our equipment auditors have checked over four yachts that will be new to the club this twilight season and we're looking forward to welcoming them to the fleet.

Also starting soon is the return of members' racing in the club's fleet of Elliott 6m inshore keelboats. Mondays will be for members, Tuesdays for the youth squad, Thursdays will have a double-handed tournament and then also on Thursdays will be a champions league for previous winners and invited competitors.





I'm also looking forward to the implementation of several new initiatives within the Sailing Academy this summer, including a 'Transition to Yachting' program that will offer graduates of a Start Crewing and Start Helming course opportunities to gain experience and familiarisation sailing a bigger yacht and racing offshore. We'll also be working with graduates and families of the Tackers kids learn-to-sail program to move into the O'pen Skiff class and to purchase their first boat.

Within the Academy, we're excited to add new dinghy and keelboat instructors through our regular instructor qualification training courses – so we always welcome enquiries to join our onwater team.

Later this year, the club will deliver the Hunter 100 – an overnight race offshore around Bird Island and Cabbage Tree Island. The 100 nautical mile overnight race promises to deliver an ideal training opportunity to crews preparing for Hobart and it will be an ideal short sprint for first time overnights.

Laser racing at the Bay Sailing Centre is now underway on Sunday afternoons, while there was a short delay to the start of the new Laser season at Newcastle as the final construction of the new hardstand and waterfront launching facility took place.

As always, I can't give enough thanks to our volunteer teams. Our Men's Shed team has performed a lot of maintenance over the winter months and will continue to be a regular weekly presence throughout the summer season as we keep our onwater assets operating at their best. Similarly, our Race Management Team continue to deliver reliable racing both inshore and offshore at both Newcastle Cruising Yacht Club and our Bay Sailing

Centre venues. What we do is only possible with the help of our network of members and volunteers and I look forward to working alongside them throughout the season.

In signing off, let me repeat – Thank. You. Newcastle!

– Jack Buchan | Sailing Manager



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Newcastle Cruising Yacht Club will introduce a new overnight race to the offshore circuit later this year – the Hunter 100!

The 100 nautical mile race offers crews the opportunity to experience Bluewater sailing at its best with almost 24 hours of exploration along the Hunter coastline between the Central Coast and Port Stephens Marine Park.

Club CEO Paul O'Rourke states that "the Hunter 100 presents an opportunity for crews to get some practice in before Hobart. It's offshore, it's overnight, and it will involve some planning and navigating in order to remain safe and competitive in this fleet."

Paul continues: "Entries opened today and we're anticipating a full range of entrants from 30ft Catalinas and Hanse cruisers through to Mick Martin's TP52 *Frantic*."

The race will start in Newcastle Harbour at 6.30pm on Friday, December 2, and competitors are expected to finish throughout the following day.

Starting at Newcastle, the race will commence with a quick dash south to Bird Island after work on Friday



night before turning north up to Cabbage Tree Island at Port Stephens and then returning to Newcastle to finish. Bird Island is a protected nature reserve visible from Norah Head lighthouse on the Central Coast. The island reaches a height of around 20 meters above sea level and is a breeding hub for some twenty species of birds. Cabbage Tree Island is a rugged island, about a kilometre long and over 100 metres tall, located just off the entrance to Port Stephens.





The island is part of the Port Stephens and Great Lakes Marine Park and is understood to be one of the only remaining breeding sites for the Gould's petrel seabird.

Robert Logan, an active member of the Newcastle Cruising Yacht Club who owns a cruising Catalina 355, explains that, "this is the kind of race that appeals to cruising yachts like us. It's just the right length that ensures we'll get to experience a night at sea and be home for dinner the next day."

Club Commodore Steve Rae welcomes visitors to join the new event, particularly from Port Stephens and Lake Macquarie, where "competitors can participate in an overnight race to Cabbage Tree Island without needing to travel to Sydney to do so. Newcastle Cruising Yacht Club members are looking forward to meeting the CYCA Bluewater Pointscore fleet somewhere off the Central Coast where both fleets will then proceed north together."

The race leaders are expected to finish on the Saturday morning while the cruisers may finish later in the day, around sunset.

In preparing to race at night, Sailing Manager Jack Buchan suggests that "preparation plays a major role in any offshore endeavour – especially when sailing after dark." He adds: "Crews will benefit from scheduling a short training session one night to build awareness of the different challenges of sailing and navigating at night safely."

"It's offshore, it's overnight, and it will involve some planning and navigating in order to remain safe and competitive in this fleet"



The organisational team at Newcastle Cruising Yacht Club brings a wealth of experience and capable race management personnel and combines it with the support of Asahi as the major sponsor to deliver the Hunter 100 – a Bluewater Classic.

NCYC fleet cruises 2200 nautical miles to the Whitsundays

*"Knee deep in the water somewhere, got the blue-sky breeze blowing wind through my hair
Only worry in the world is the tide gonna reach my chair
Sunrise there's a fire in the sky
Never been so happy, never felt so high
And I think I might have found me my own kind of paradise."*

The words of The Zac Brown Band aptly describe the trip of a lifetime recently undertaken by a team from the NCYC Cruising Fleet.

With over 12 months in the planning, poring over charts, spreadsheets and coastal water guides, a flotilla of seven cruisers from the NCYC left Newcastle in mid-late July heading north to the Whitsunday islands.

A staggered start due to weather conditions saw *Kingdom* (Mick and Mel Miller), *Salute* (Tony and Gaylene Poke), *The Doctor* (Darrell and Linda), and *Haven II* (Paul [Teddy] and Trudi Wooton) head away mid-July, with *Tank* (Rod and Trish Griffiths) and *Marlena* (Brian & Di Gardoll) following at the end of July. *Champagne on Ice* (Paul and Alison Lobb) had left earlier in the year and waited for us up north.

After stopovers at Port Macquarie, *The Doctor* left us to explore the Macleay River while the remainder of the crew headed to the Gold Coast and Mooloolaba to regroup and contemplate the crossing of the White Bay Bar and the trip on the inside of Frazer Island through the Great Sandy Straits.

The next few days saw visits to Lady Musgrave Island/ Reef, where we experienced the reef at close hand, Herron Island which, true to its name left its signs on *Tank*, Great Keppel Island, where, we discovered that if you miss the tide with your tender, you are forced to remain in the Bar & Bistro until the next one, thus coining the phrase of the trip, "What would Teddy do?".

While *Salute* and *Kingdom* headed further north, *Haven II*, *Tank* and *Marlena* spent a few days at Yeppoon in Keppel Bay Marina to restock and experience a tour.

Island Head Creek delivered a rough night however a respite at Middle Percy provided the opportunity of an island gathering and to leave a contribution (an autographed Cruising Fleet Polo shirt) to the memorabilia at the Yacht Club A-Frame hut.

After four nights in Mackay, we island hopped to Airlie Beach (Coral Sea Marina) then on to Hamilton Island.

Ideal home bases to explore, Airlie Beach and Hamilton Island saw the crew catch up again with Paul and Alison of *Champagne on Ice* and fly-in fly-out visitors Andrew and Jude Henderson (previously *After Hours*), Neil and Charna Manson (*Georgia*), Andrew and Vicki Hill (*San Souci III*) plus other family and friends.

In easy reach of Airlie Beach and Hamilton Island were Macona Bay, Butterfly Bay, Whitehaven Beach, Woodwark Bay, and Gloucester Passage where we held an impromptu Cruising Fleet meeting at Cape Gloucester Eco Resort, complete with online chat to our treasurer Krissy for a financial report.

Clear water, sunshine and extraordinary white sands meant our tenders got quite a workout exploring reefs

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

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DON'T RISK YOUR LIFE



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The snorkelling team



Catching up at Airlie Beach



Impromptu Cruising Fleet "meeting"



Percy Island Yacht Club



Approaching Lady Musgrave Is.

at Turtle Bay and island walks including Tongue Bay lookout overlooking Hill Inlet – a postcard picture-perfect spot.

While some of the group returned early for personal commitments, *Haven II*, *Tank* and *Marlena* reluctantly returned to seek refuge from potential rough weather at Mackay before completing the return trip via Yeppoon, Gladstone, 1770, Mooloolaba, Gold Coast, and Port Macquarie with the expectation of Newcastle Harbour in early November.

Covering approximately 2200 nautical miles from Newcastle to the Whitsundays and return, the trip is a credit to great organisation, teamwork and friendship. Despite the odd rough night and a few challenging legs, we can all be confident in the strength and ability of our boats and experience shared within the crew.

Champagne watching incredible Whitsunday sunsets, snorkelling, birthday beers, Bloody Marys on the beach,

fresh caught fish meals (thanks Rod), great marinas and unforgettable nights.

Would we do it again? What would Teddy do?

– **Brian and Di Gardoll**



November '22

- 1 **Melbourne Cup Luncheon**
- 2 Twilight Offshore
- 6 Safety & Sea Survival
Spring Pointscore inc Female Helm
- 7 Masterclass Radio 101
- 9 Twilight Sailing
- 10 **Cruising Division Dinner**
- 12 **Newcastle - Port Stephens Race**
Yacht Maintenance Course
Start Crewing| Helming| Skippering
Tackers 1 (BSC)
- 13 Port Stephens - Newcastle Race
- 15 Discover Sailing Experience
- 16 Out There After School course start
- 17 Women's sailing course (4-wk)
Twilight Offshore
- 18 Women's sailing course (4wk)
Diesel Maintenance (Women)
- 19 Discover Sailing Experience
- 20 Spring Short Ocean R7
- 23 Masterclass
Twilight Offshore
- 24 Xmas Raffles commence

26-27

She Sails Open Regatta

- 30 Twilight Offshore

Online Skipper Course
RYA Day Skipper eLearning
RYA Essential Navigation/Seamanship
Safety and Sea Survival eLearning
Transition to Yachting

December '22

- 2 **Hunter 100 (NEW)**
Twilight Offshore
- 4 Discover Sailing Experience
Spring Short Ocean R8
- 5 Masterclass - Rum and Ropes
- 7 Twilight Offshore
- 11 Short Ocean R9 + presentation
- 12 Masterclass - Syd-Hob prep
- 14 Twilight Offshore
- 17 Tackers intro (BSC)
Discover Sailing Experience
- 18 Tackers intro (BSC)
Discover Sailing Experience
Xmas Pursuit Race
**Members XMAS party
with 'Sons of Beaches'**
- 20 Out There School Hols
Tackers Intro
- 21 Out There Sailing
Tackers Intro (BSC + NCYC)
Twilight Offshore + presentation
- 22 Out There
Tackers Intro
- 25 CLUB CLOSED
- 26 **Rolex Sydney Hobart start**
- 31 **New Years Eve Party**

Online Skipper Course
RYA Day Skipper eLearning
RYA Essential Navigation/Seamanship
Safety and Sea Survival eLearning

January '23

- 2 Tackers 1 + 2
Tackers 1 + 2 (BSC)
- 3 Out There Sailing
- 7 Tackers Intro
- 10 Start Crewing | Start Helming
Tackers 1 & 2 (NCYC + BSC)
Start Powerboating course
Start Crewing | Helming
- 13 Twilight Harbour

14-15

Hunter Sailing League

- 16 Out There Sailing
Tackers 2 & 3
- 17 Out There Sailing
- 19 Start powerboating
- 20 Powerboat handling
- 25 Summer Twilight Offshore
- 27 Twilight Harbour
- 29 Summer Short Ocean R1

Online Skipper Course
RYA Day Skipper eLearning
RYA Essential Navigation/Seamanship
Safety and Sea Survival eLearning

February '23

- 1 Out There Sailing
- 2 Women's Thursday Sailing (4wk)
Women's Friday Sailing (4wk)
- 3 Women's Spinnaker (4wk)
Twilight Sailing
[Newcastle - Pittwater Race](#)
- 4 [Pittwater - Newcastle Race](#)
Start Crewing | Helming
Tackers 1 & 2 (Term 1)
Start Skippering
- 5 Tackers Green Fleet
Women's Spinnaker (4wk)
- 8 Tackers 1, 2 & 3
- 9 Masterclass
- 10 Twilight Sailing
- 12 Summer Short Ocean 2
- 15 Twilight Offshore
- 22 Twilight Pursuit
- 23 Masterclass
- 26 Summer Short Ocean R4 & R5

March '23

- 1 Twilight Offshore
- 2 Women's Thursday Sailing (4wk)
Twilight Sailing
- 4-5
[She Sails Development Regatta](#)
- 5 Summer Short Ocean R6
- 8 Out There Sailing
Twilight Sailing
- 10-13
[Laser Master Nationals \(BSC\)](#)
- 12 Start Crewing | Helming
[Moon Islet Race](#)
- 15 Twilight Offshore
- 17 [St Patrick's Day](#)
- 19 Summer Short Ocean R7
- 22 Twilight Pursuit
- 26 Final Summer Pointscore race
[End of Summer Party](#)

April '23

- 1 [RPAYC Pittwater Coff's](#)
- 7 [75th Brisbane Gladstone](#)
- 13 [Westpac Helicopter Regatta](#)
- 14-15
[SailFest Regatta inc TP52 Gold Cup, Trysailing, Cock-of-Harbour,](#)
- 16 Out There Sailing Experience
- 17 Out There Sailing Program
- 22 Academy Youth Development
- 23 [Newcastle-Port Stephens Race](#)
- 24-29
[Sail Port Stephens Regatta inc Commodores Cup \(PHS\) and Port Stephens Trophy \(ORC Club\)](#)

May '23

- 5-7
[Sail Port Stephens Regatta inc NSW Yachting Championships & TP52s](#)
- 19-21
[Sail Port Stephens Off-the-Beach Regatta hosted by Bay Sailing Centre](#)

REGULAR

- 2nd Monday of each month | Sailing Committee meeting 5pm
- 3rd Tuesday of month | Board Meeting 5pm
- 4th Tuesday of month | Social Committee meeting 4pm
- Every Wednesday 9am | Mens "Boat" Shed meeting

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Lessons from Lady A's coastal voyage to Northern Queensland

The furthest north we had ever sailed before was Yamba. This time we were going all the way to Townsville. When we arrived, we were doing three Race Weeks back to back – Airlie, Hamilton Island and Magnetic Island.

So, what did *Lady A* learn from sailing over 1500 nm in 7 weeks?

1. If you want to “enjoy the journey” you need to plan for more than two weeks to get to the Whitsundays. Newcastle to Airlie Beach is approximately 950nm, so at 6 knots non-stop that’s about seven days. If you don’t want to sail 24/7, and you value your sleep and your sanity, and assuming you leave at 6am and anchor safely before dark (advisable), by, say, 4pm, that’s 10 hours of sailing a day, every day ... so, 16 days. Add extra time for the extra distance of tacking or gybing, and travel to and from anchorages. And then there’s the big unknown of point 2 below...

2. Don’t assume just because it’s winter you’ll have southerlies or south-easterly trade winds (especially in a La Niña year). Little *Lady A* does not do upwind well. When we left Southport, the timeline to make our first regatta was already getting tight. The forecast was not good. Uncharacteristically for early August, we had northerly winds of 15-20 knots for at least 48 hours. We tried to motor sail when we could, but it was pretty hopeless. We gave up and banged headfirst into the waves using a lot of diesel in the process. Which leads us to point number 3...



3. Places to stop and get fuel are difficult to get to and are few and far between. After Southport, and our 48 hours of headwinds, the next possible refuelling site was Mooloolaba. The bar has a reputation, but once you have made it, finding fuel makes the bar crossing seem easy. Forget the Mooloolaba Yacht Club, and the main Mooloolaba Marina just inside the river entrance, they don’t do fuel (who needs fuel?).

The options were an imposingly high wooden wharf at the Fisherman’s Co-op, which when we arrived on a weekday was blocked by a large fishing trawler, the advertised fuel phone number rang out, and a one nautical mile trip down a snug residential estate canal to a private marina tucked well out of the way. Not for the faint-hearted ... our depth gauge was reading close to zero the whole way there, even on the high tide.

Bundaberg Port Marina had a floating fuel dock... (hooray for modern amenities!), but the charted depth was too shallow for our draft of 2.1m. Rosslyn Bay Marina, just south of Yeppoon, is a very large and lovely marina, but with no refuelling facilities at all. A nearby

Fisherman's Co-op was too shallow except at exactly high tide. Apparently, no-one with drafts greater than 1.5m ever needs to refuel in Queensland. Were we doing it wrong? Maybe. Take plenty of jerry cans, or get a shallow-drafted yacht. Which brings me to lesson 4:

4. Never trust the Queenslanders when it comes to depths in marinas.

Despite advising all marinas of the draft of our yacht, on several occasions we were allocated berths that were too shallow. Despite reassurances from the marina staff, we then found on low tide the bow of our yacht pointing skywards at an alarming angle. Maybe the large tidal ranges also confused the locals? Anyway, they didn't seem to share our concern, emphasising the softness and gentleness of the mud bottoms in Queensland. No wonder the catamaran market is taking off.

5. Don't assume that because you are inside the Great Barrier Reef, you'll get flat water. Waves, we had lots of them. 2-3m and short, steep, and often confused. Washing machines come to mind. We'll blame Señora La Niña for this one as well.

6. Watch out for whales. We had lots of delightful whale sightings. Then, sailing from Hamilton to Magnetic Island in a 20-25 knot southeaster a whale seemed to take offence. Maybe a young one was nearby that we just didn't spot in the white-capped and choppy seas, but the first thing we did notice was an adult humpback whale breach out of the water twice in quick succession heading towards *Lady A*. Before we had any time to react, the third breach launched the whale out of the water and was aimed directly at our bow. A sharp 90-degree port turn had to be made with quick reflexes, and a huge wave enveloped the boat after the whale missed us by mere metres. All on board agreed that if the sharp turn had not been executed, the whale would have landed on the boat and the story would not have been a happily-ever-after one. After that we were on high alert whenever whales were spotted.

7. Three Race Weeks in three weeks is a bloody lot of intense sailing. We had wanted to do all three Race Weeks; our reasoning was that we had "come all that way" (which was true). If we do venture north again, we will be a bit more selective. The racing was fun and exciting, but by the end of three weeks both *Lady A* and her team were tired.

They were our lessons, and we will be better prepared for next time, whenever that may be. Regrets? None. If you get the chance – go. It's hard work, but a great adventure is always guaranteed.



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Top: Magnetic Island Race Week

Above: Cape Upstart

Left: Glen Hickey, Simon Lund, Richard Hooper, Kris Anderson, Sam Hickey, Alison Burke

Below: Sunset at Coral Sea Marina





George Keegan OAM, together with Paul Hannan, was a founder of NCYC. He worked in the real estate industry and served as an independent member for Newcastle in the NSW Legislative Assembly from 1988 to 1991.

As Club Secretary, George was listed as the first licensee of NCYC. He sadly passed away in

November 2008, aged 80, after suffering a heart attack. His wake was the first function to be held in the newly completed NCYC Clubhouse.

The portrait that hangs in the club's entrance foyer was donated by Tony and Gillian Lobb, Brien and Alida Cornwell, and Geoff and Sue Oldfield. It was dedicated by Commodore Bruce Hansen during a ceremony in March 2009.

The artist, Rex Vincent Newell, was a prolific and well-regarded artist from the Mid North Coast who generally painted landscapes with an Australia theme. He also wrote several books about art. He was commissioned by Brien Cornwall to paint the portrait of George.



The brass ship's bell was donated to NCYC in 2009 by member Rod Johnson. It came from the 30-metre Japanese military patrol boat *Peregrine Falcon*, which was built in Japan by Hitachi Zoson in 1987. The Japanese writing stamped on the bell translates as "Peregrine Falcon".

The *Peregrine Falcon* was brought to Australia in 2004 to serve as a supply vessel during the laying of Taslink, the gas pipeline linking Victoria and Tasmania. The ship was based at Barry's Beach, Victoria. Rod bought the vessel from the importer and based it at Port Albert and then Geelong. During this time, the ship was modified, and the bell, compasses, and radio equipment were removed. It was eventually sold and became a private escort/patrol boat, shepherding commercial vessels in the dangerous waters off West Africa.

The bell now graces a prominent position behind the NCYC bar and is rung at the reading of sailing results and to alert members and guests to other important announcements.

How's this for a top prop idea?



Earlier this year, we were contacted by a member of our youth squad for feedback about his high school design and technology project.

Sebastian, a 16-year-old junior member, learnt to sail in our

Tackers program at Newcastle and has continued to pursue training and racing opportunities. It sees him represent NCYC as part of our youth squad at racing and regatta competitions, as well as teaching new kids to sail as one of our Assistant Instructors. As part of his school project, he has designed a new style of propeller guard with the intention to increase safety, limit performance losses and increase user friendliness.

For performance, the design features hydrodynamic shaped spokes at the front to limit drag and reform the water as best as possible to increase the water available to the prop. It also has a 5% decrease in volume as it bulges in towards the prop at the centre to increase water availability to the prop, aiming to increase performance.

For safety, the spokes at the front are finger length with the gap small enough so you can't get your wrist through. If you do get your limb caught in the back the

prop guard, it will open up so you don't have to drag your limb back through the prop again.

Finally for installation, the guard just slides on from the front and fits around the cavitation plate of the engine with a strap that goes at the back to stop it coming off. It is made from a biodegradable and recyclable plastic for this model. It is fully 3D printed but scaled down; for a full scale it would be injection moulded.

We're proud to see Sebastian demonstrating his passion for safety and using it as inspiration for his school projects.

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A lifejacket is the most important piece of safety equipment on your vessel. Sadly 7 out of 10 people in NSW who drown while boating are not wearing a lifejacket. Transport for NSW recommends that you and your passengers wear a lifejacket at all times.

When storing your lifejackets on board, it's important that they're located in an area where they can be quickly and easily accessed. If they're not easy to see, the storage area must be clearly marked with 'Lifejackets'.

Lifejackets should be worn year-round, particularly during the cooler months where water temperatures are below 15 degrees. If you fall into cold water, cold shock can set in very quickly and you are at a high risk of catching hypothermia. Wearing a lifejacket helps manage cold shock, conserve energy and gives you time to get back to vessel or wait for assistance to arrive.

Remember a lifejacket can only save your life if it's in good working order, so look after them.

Before heading out, there are a few simple pre-wear checks you can complete which only take a minute or two. First, check there are no visible signs of wear and tear, that all clips are functional. If you have an inflatable lifejacket make sure the CO² cylinder is not



pierced, rusted or corroded and is screwed in hand tight. For auto-inflating lifejackets, check the cartridge is hand tight and that it is still in date and be sure the pull-cord is free and accessible.

When you get home from a trip, rinse the lifejacket with fresh water and remove the cartridge if applicable. Once dry, reconnect the cartridge so it's ready for next time.

Inflatable lifejackets require extra care and must be serviced annually or according to the manufacturer's instructions. Sometimes you can self-service your lifejacket using instructions on the manufacturer's website; otherwise visit lifejacketwearit.com.au to find your nearest lifejacket service agent and set automatic servicing reminders.

Have you planned ahead for your day out?



You're the skipper, you're responsible. Visit lifejacketwearit.com.au to plan your day and prepare for common risks.



The joys of short-handed sailing on long legs ...



It is ironic that because of two-handed yacht racing, I came to start a life in Newcastle some 20 years ago!

I've always had an interest in short-handed sailing. I have followed

it since a young child and, above all my ambitions, it was the single-handed around-the-world race (formerly the BOC Race, now the Vendee Globe) that I wanted to do more than any other race. But it wasn't until 2002 that I completed a short-handed race!

I raced two-handed with the owner of the boatyard I worked at in Sydney (my boss – Sean Langman) on his 66ft *AAPT*. The race was from Pittwater to Newcastle. I was familiar with Newcastle as this is where I met my wife during a skiff regatta held on Lake Macquarie in 1997. I worked in Sydney, she lived in Newcastle, so I was a regular visitor to the city but never noticed or heard of any boating facility, yacht club, marina or even sailing on Newcastle Harbour.

After finishing the race in 2002, it was a surprise to find a single-arm marina; only F-arm had been built at this stage, with a small boatyard under construction. *AAPT* was twice the size and speed of the 2nd boat to arrive, so we had a long afternoon waiting for the presentation in the newly constructed boatyard paint shed; now Midcoast Boatyard. By the time the presentation began, Sean Langman had negotiated an agreement with (the late) George Keegan to operate the new boatyard. I then convinced Sean to give me a shot at managing his new business in Newcastle.

In those days short-handed sailing in Australia was raced by a fringe group of sailors outside of the prominent yacht clubs and mainstream yachting events. For the next decade, short-handed sailing didn't develop much further in Australia. Outside of Australia, however, it remained largely the domain of the French, who had taken short-handed racing to a level of serious public interest and big-budget campaigns.

The pathway to short-handed stardom was set in class boats; the Mini Transat, Figaro, and Class 40 classes. Winners from these classes went on to secure sponsorship for their 60-footers, which became the IMOCA class, today's top-level short-handed race boats. From about 2010 IRC two-handed fleet divisions began appearing in the major offshore races in Europe



and the US. These fleets share little with the French short-handed racing scene. Without the public interest of France and sponsorship that follows it, the double-handed boats that took part as a division in other offshore races were boats within reach of private ownership and were sailed by amateur boat owners.

In Australia, it wasn't until 2019 that the CYCA, following several successful UK/US double-handed races, included a double-handed division for the 2019 Sydney to Hobart (S2H) which, due to the Pandemic wasn't sailed until 2021.

Fourteen double-handers started the race, making it the largest division in the entire race. The fleet was a varied collection of 30- to 40-foot boats. The teams turned up in the boats they owned. Boats of which, were probably never purchased with an intention of double-handing! However, this is quickly changing. I predict the 2022

"Each boat owner taking on two-handed sailing will have their own reasons"

two-handed division will make up the largest category again and I won't be surprised if the S2H two-handed division is won this year by a specialised boat developed for IRC double-handed racing only.

The well-established double-handed fleets of Europe and the US are becoming rather predictable in terms of type and brand of boat. The last few years have been dominated by specialised short-handed boats between 32 and 35ft from JPK and Jeanneau Sunfast. The 2021 Fastnet race had 59 entries in the two-handed division and the recent 2022 Cowes Cherbourg race had a fleet of 41 two-handed boats, making up 50% of the overall

race fleet. This indicates the extraordinary growth. The 2022 Sydney to Gold Coast (S2GC) race was our first double-handed race attempt. We entered our 2007 Dehler 44 *KD4*. The Dehler is very much a cruiser/racer. At 11 tonnes she isn't going to get up and plane in any conditions. We are still very much in the "sail what you own" category and don't have any short-handed specific sailing systems. We have a symmetrical spinnaker (spinnaker pole), and our large overlapping jibs are in a forestay foil. None of this is ideal for short-handing. However, we had a surprisingly good result.

The S2GC race is the most hotly contested offshore race outside of the S2H in Australia. We finished in a building southerly that enabled the lower rating boats to make up significant time on us after we'd finished, scuttling our chance of an IRC win. However, 1st place in ORC and second in IRC made Richard and I wonder whether a Sydney to Hobart win in *KD4* is possible.

Each boat owner taking on the two-handed racing will have their own reasons for taking on the challenge. For me, having the boat to oneself at sea, negating the need to manage a crew and the physical challenge, all add to the attraction. The negatives are the frustration of seldom being able to sail at 100%, the speed penalty of not having a crew on the rail, concerns for safety and having little assistance to manage the boat at sea. I also miss the camaraderie that inevitably develops over the duration of an offshore race. Maybe by the time Richard and I finish the Sydney to Hobart race, we will know whether we prefer racing two-handed, or not. For me, I don't yet know but look forward to the next adventure.

– Joe De Koch



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

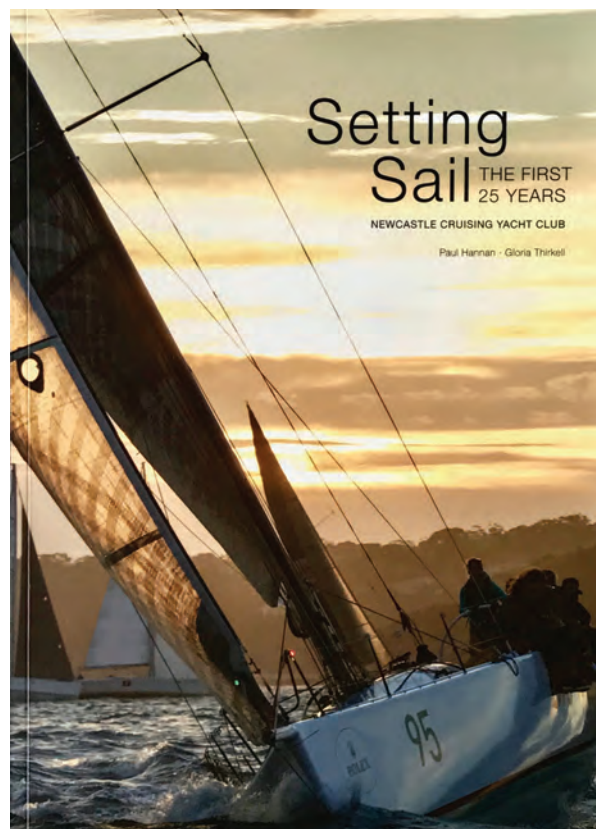
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- **Water Police** – (02) 4984 9012
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- **Dockmaster** – 0408 299 512

Club Directory

- **General Inquiries** (9am - 5pm)
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- **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)
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