

# CATALINA FLEET NEWS

**February 2011**



The fleet at Myall Lakes NY 2011



**Newcastle and Hunter Trailer  
Yacht Association Inc.**

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<b>General Meeting Notice</b>	
Notice is hereby given of a General Meeting of the Newcastle and Hunter Trailer Yacht Association to be held on Tuesday 15 February 2011 at Newcastle Cruising Yacht club. <i><b>Deadline for content for the next Newsletter: 1 Mar 2011</b></i>	

## **CONTENTS**

Commodore's Report	2
Committee Meeting Minutes: 2 <sup>nd</sup> February, 2011	3
Race Organiser's Column:	4
Just Cruising:	4
Program of Events	1

## **Commodore's Report**

A new year of racing, cruising and social activities is here. Race 1 of the Autumn Race Series starts on the 12th of February so we hope you can come along. Also remember the BBQ get-together on the Sunday morning.

Thanks to Singo the club's website at <http://www.trailersailer.org> has had a face-lift, please take a look and let us have your ideas for continuing to improve it.

The committee are looking for ideas for this year's Easter cruise. A number of locations have been suggested Myall's, Port Stephens or Lake Macquarie. Please come along to the next Club Meeting at Newcastle Cruising Yacht Club on the Tuesday the 15th of February to share your ideas.

Greg

## Committee Meeting Minutes: 2<sup>nd</sup> February, 2011

Meeting opened at: Toronto Yacht Club 1905 hrs

Chairman: Greg Searles

Executive members present: Greg Searles, Graeme Vivian, Phillip Sparkes, Hart Peters, Derek Tracey, Jim Gillan.

Apologies: NIL

- Minutes of last meeting

Moved: Phillip Sparkes

Seconded: Graeme Vivian

Business arising from the minutes

- Correspondence

In: OAMPS Club Insurance Invoice

Out: Email to NCYC To book meetings for 2011.

### Spinnakers

After further discussion it was agreed that all Autumn – Spring Series Races would continue to be non – spinnaker events. RESOLVED

With regard to the Heaven can Wait event it would be up to the individual member if they wanted to enter and race with Spinnakers. The Committee agreed for Graeme Vivian to donate a trophy for members who wanted to enter the HCW Event and the trophy would be awarded based on the club's handicaps for the boats that race in the HCW Event. The trophy is to acknowledge the members who want to represent our club in the Fundraising event. RESOLVED

### GPS Trackers

It was agreed by the committee to trial the GPS Trackers for the Autumn Race Series. The committee will purchase 5 GPS Trackers for approximately \$150 for this trial. They will be used across all divisions to review the performance outcomes.

Phillip Sparkes moved that the purchase be approved and was seconded by Jim Gillan.

### Website

Graeme has re-formatted the Club's website and the committee viewed the site at the meeting. The committee is asking the members to view the sites and give their recommendations and suggestions for improving content. Some areas the committee discussed were:- providing links for other clubs and services, Club forms and Newsletters.

### Update of Outstanding Renewals, Race Fees and YA Memberships

Most Renewals have been paid with only 2 outstanding at this stage.

### Compliance Audits versus Safety Stickers for Cruising Boats

It was agreed that at this stage it would be voluntary for members who only cruise, to have their boats audited only if they wanted. RESOLVED

Derek Tracey has volunteered to become another compliance auditor. Hart to investigate upcoming courses and inform Derek.

### Harmony in the Club

Graeme suggested that the club pay for some BBQs for club activities to promote Harmony within the club. Bacon and Egg breakfast will be provided on Sunday before the Start of Race 2.

### General Business

Approval to purchase race medals for 2011 was given.

The Easter cruise will be a 5 day event this year incorporating Anzac Day as well. A Suggestion was put forward by Graeme to host at either The Myalls, Port Stephens or Lake Macquarie. Suggestions and comments are invited from the club members. See President's Report in this Newsletter.

Hart apologised to Derek for not having provided information on the Aquatic Services Meeting due to the Christmas lay over. Hart to email Derek the minutes and Agenda for The next meeting to be held in March.

Next Committee meeting to be held in April. Venue and date to be advised.  
Meeting closed at:- 2105hrs

Secretary

Hart Peters

## **Race Organiser's Column:**

Usual paperwork for the Autumn Series is attached at the end of this newsletter.

### Office of the Day Roster – 2010 Autumn Series

Race 1 – Cloud Walking	Race 2 - Penultimate
Race 3 – X-Rated	Race 4 - Viva La Vida
Race 5 - Ssora	Race 6 – It's All Good
Race 7 - Zorro	Race 8 - Khaos

## **Marley Point Overnight Race 2011**

A reminder of the 2011 Marlay Point Overnight Race. It's on the 13<sup>th</sup> and 14<sup>th</sup> March so let me know if your interested.

Graham  
NHTYA Race Organiser

## **Just Cruising:**

A big thank you to Hart and Pam for organising fantastic weather and wonderful cruise at the Myalls over the New Year period. And while I am handing out thank-yous here is one for Steve! Cheers mate for taking on the Port Stephens cruise the weekend before Australia Day. I look forward to seeing all the pictures and reading the cruise report.

We are always looking for volunteers and fresh ideas, so give me a yell if you want to have a crack at a cruise.

## **So What's Coming Up?**

<b>Dates</b>	<b>Location</b>	<b>Cruise Leaders</b>	<b>Boat</b>
<b>Feb 26 to 27</b>	Wallis Lakes	Phil & Kim	Sail Away
<b>March 26to 27</b>	Brisbane Water	Hart & Pam	Farr & Beyond
<b>April 22 to 26</b>	Myall Lakes Or Port Stephens TBA	Graeme & Heidi	Viva La Vida
<b>May 28 to 29</b>	Hunter \Williams \ Paterson Rivers	Phil & Kim	Sail Away
<b>June 11to 13</b>	QBB Lake Macquarie	Graeme & Heidi	Viva La Vida

Please let Phil know if you are attending the Wallis lakes cruise so he can buy us all expensive gifts and lots of booze.

Happy Cruising.  
Cheers for now,

*Singo*

**Cruise Dictator**

## Wallis Lakes Cruise

26/27 February 2011

Set at the entrance to the magnificent Wallis Lake on either side of the Wallamba River is Forster/Tuncurry. The lake itself is 25km long and 9km wide with many picnic areas and water access points scattered around its shores. Wallis Lake is fed by four rivers, the Wallamba, Wallingat, Coolongolook and Wang Wauk and is a haven for fishing, boating, canoeing and waterskiing.



Waterways have a very good map that covers the area and is well worth having, its Map 6B

This year we will be doing something a little different and will be starting at the usual half way point and over night at the old starting point.

Launching is only 3 minutes or 1.2 km off the highway at Coolongolook (no need to travel along the Buckets Way). For those not sure where that is, it is about 20 minutes past Bulahdelah where the speed limit drops down to 80km and there is a servo on the right hand side (just for those that drive big thirsty V8 Landcruisers). The street beside that servo is Midge St, turn down that and when you get to the river, turn left and follow on to the ramp (ramp is single and fair to good condition).

For those who anticipate arriving Friday, there is a camping /picnic area about 500 metres down the river on the right hand side. Departure from the ramp will be approx. 10:00 am Saturday

This waterway has some top swimming spots and plenty of great picnic areas, and yes we will find them. Saturday overnight should be on the jetty at Pacific Palms Recreational Club (wind permitting) and the Club offers indoor and outdoor eating from their Bistro for those wishing to dine out.

**Pacific Palms Recreational Club** - *Our Bistro is open for dinner daily from 6:00pm until 8:00pm, where you can get great meals that won't break the family budget. We specialise in seafood, steak, chicken, and kids meals, but we also have vegetarian options available, as well as light snack options. You can enjoy your meal in our dining area, or eat out on our deck overlooking the lake.*

There is only 1 bridge and we will avoid that, there are also power lines in places which we can avoid where necessary.

Sunday afternoon, retrieval at Coolongalook ramp unless you are luckily enough to spend more time on this unique waterway.

Come along, explore another beautiful lake to add to your favourites list. Please ring and let us know if you plan on attending:-

Phillip & Kim - 0414 223654

**Sail Away**

## Murray River Cruise

**Mildura to Renmark (or Waikerie)**  
**27<sup>th</sup> August 2011 – 11<sup>th</sup> September 2011**  
**Saturday - Sunday**

The Trip

I have been told this trip can be completed in a week, but at this moment my intentions are to take at least two to give us time to explore the interesting points The extra time is taken up with 4 days on the road (2 days travelling from NSW each way), and 1 day to do the shuttle run. That should give us 10 days on the water.

There would be 4 to 6 hours motoring a day on average. Our car and trailer are best left at a caravan park for security. The bus service between Renmark and Mildura can be used to complete the car-trailer shuttle operation.

Sailing is difficult, if not impossible. So it will be a mast down cruise. With keeping the speed down to around 4 to 5 knots under motor this will get us through from Wentworth to the Border Customs House on 70 to 80 litres of fuel (the longest

stretch). A bimini or sun awning over the cockpit will provide protection from, the sun and also help to keep you dry if it rains.

As a cruise, this 300-odd kilometre stretch of river takes you through visually untouched Murray River scenery, with something to appeal to almost every taste.

We are going and I have already had some very positive interest from other members IT IS OPEN TO ALL just let us know if you would like to attend and we will keep you in the loop.

#### River Facts

- The Murray is the third longest navigable river in the world, after the Amazon and Nile
- Total length - 2756 kilometres from its source in the [Upper Murray](#) and the [Kosciusko National Park](#)
- The Murray is continuously navigable for 1986 kilometres from [Goolwa](#) to [Yarrawonga](#)
- It spans three states - [Victoria](#), [New South Wales](#) and [South Australia](#)
- The river has 4 major dams, 16 [storage](#) weirs and 15 navigable locks
- Is the major domestic [water supply](#) for over 1.5 million households
- Along with its tributaries, the Murray is part of the third largest water [catchment](#) on earth
- [Aboriginal](#) occupation goes back 40,000 years at [Mungo National Park](#) close by
- For half a century from 1853, the Murray was a virtual [water highway](#)
- The worlds largest canoe race is held each year on the Murray
- Murray Cod can easily grow up to 1.8m in size
- The Murray has the worlds largest redgum forest and [ibis rookery](#) on its banks
- The Murray is a mecca for golfers with 37 [golf](#) courses along its banks

Phillip and Kim  
0414223654

## Port Stephens Sailing Weekend (Australia Day) Cruise Report

*Steve Armour*

I decided to make the most of the ideal sailing window of opportunity that presented itself a few days ahead of the scheduled start date. I hit the water in Kape Cara on Tuesday the 18<sup>th</sup>, after a short drive down my road at Nabiac. I have a mate with a property fronting the Wallamba River, complete with concrete ramp and jetty.

I motored down the river, headed for Coomba Park on the western shore of Wallis Lake. Several hours later, I was enjoying a beer with another mate, before leaving early the following morning. I still had to rig the boat after I navigated my way under Foster bridge. A large sand bar in the middle of the Channel, was the perfect spot for raising the mast and fit the sails. An hour later (give or take), I headed out to sea on the top of the tide.

The breeze was a light Easterly, blowing at around 10 knots and a lumpy sea. Rounding Cape Hawk, I eased the sheets for an easy sail down to Seal Rocks. I didn't have to wait long before I was joined by a pod of dolphins (a usual occurrence on most of my sea legs). They have an uncanny knack of ducking and weaving their way in, around and through the three hulls from all directions, never making contact regardless of their proximity to my boat.

I left Seal Rocks in my wake as I headed for the sandy beaches of idyllic Broughton Island. At 5.30 I glided into Esmeralda Cove, with its eclectic collection of fishing huts. Scoring one of the dozen moorings, I tied up for a relaxing evening.

Early the next morning (Thursday), after a short hike to stretch the legs, I departed for Port Stephen's Shoal Bay, where I picked up the public mooring. I headed to the shore on the Gizmo (the kayak tender that has become a permanent secondment from my wife...), to stock up the pantry. No shore visit would be complete without the necessary stop for some liquid gold (so it's amber!) at the most popular location in the Bay.

The next morning, I sailed up to the De Bora Marina on the incoming tide and met up with Greg and Tony on Chablis and Chris and Annie on their Clubman 8. After a quick stop to refill jerry cans, I made my way to Salamander Bay, dropped the anchor close to shore before enjoying an invigorating swim and afternoon's siesta. (One of many!!!)

Tony Greg (nothing to do with leg breaks, yorkers or sixes!) and Chris and Annie joined me at the launching ramp at Soldiers Point. As the sun spectacularly gave way to the night sky, our numbers tripled when Hart, Pam and his Mum, Jim on Spindrift and Phil and Kim on Sailaway arrived. We followed Graham Tinkler, (like he was the Pied Piper) to the sailing club for a cold drink or three. (It was hot after all!)

Coolaroo, Adamant, Time Out and the most compact little boat of our growing fleet, a Griffin 17 – Ruby Blue, shown here, skippered by Dale, joined our gang of merry men (and women). Most of us had set sail by 10.30am, headed seaward in a light to moderate NE breeze. Fortunately it was a very full 2 metre tide, so we had the entire bay to boldly tack without fear of running aground. We decided to anchor at Shoal Bay for a refreshing swim with a very pleasant cooling breeze. By mid afternoon we were on the move again, and despite the favourable Easterly breeze, it was hard yakka sailing into the outgoing 2 metre king tide. We spent the evening together at Fame Cove.



The following morning with a decent tide running in, we motored out into the channel, passing North Arm Cove on our starboard side, before arriving at Karuah for lunch, tying up at the public swimming pool jetty. We decided to do a recki of the township. (Some retired to the RSL Club early for a reprieve from the heat. That's what they told us!)

At 1.20 we headed off for what was to be a pleasant sail back. Mother Nature had other plans. A fresh to strong sea breeze right on our nose and an outgoing tide creating steep choppy waves turned our homeward journey into a hard slog. Resorting to our motors, we hobby horsed our way down stream. The going was too tough for some, forcing a retreat back to Karuah to wait for more favourable conditions. The rest of us made it back. All boats were accounted for at 4pm even though we were spread over three fronts, Karuah, Fame Cove and Soldiers Point. By sunset the Karuah contingent had managed to joint the fleet at Fame Cove after the winds had abated.

We awoke to calm, sunny conditions and our fleet disbanded and went their own way. The remaining stalwarts Jim on Spindrift, Dale on Ruby Blue and me (Steve on Kape Cara) motored across to Tea Gardens. Our route took us under the 'Singing Bridge' before tying up to the recently completed floating jetty (conveniently located opposite the pub!) for the night.

The next day (Australia Day) Jim and Dale returned to Soldiers Point, while I motored up the Myall River to meet up with other friends at the top of the Myall Lakes at Nerani.

After a 12 day marathon on the water, the comforts of a house on dry land and a proper bed was too much and succumbing, I pulled my boat out with a push from several members of the Taree Kayak Group. (The ramp at Nerani is not recommended for larger boats unless there is a small army of willing helpers!!!)

Steve Armour  
Kape Cara

## **Beaching a Trailer Sailer in the Whitsunday Islands.**

*Barbara and Bernd Jankowiak*

On a recent trip to Queensland, Barbara and I re-visited Airlie Beach, the gateway to the Whitsunday Islands, partly to meet old friends and to see what's been happening and partly to find out how the latest regulations of the Great Barrier Reef Marine Park impacted on us, the trailer sailers, especially beaching on the islands of the Park.

Much has changed since the last time we drove down into Airlie Beach. We'd known this place on and off from the mid seventies, when it was a pretty, sleepy, rural community – now it's hard to believe that this is the same spot. It brought to mind a man I met years ago, a gardener in a caravan park near Rockhampton, who told me that his grandfather used to own the land at Airlie. He sold it for £300. The name was Able.

Well Able Point, these days, is all but hidden behind a massive grey rock embankment circling around a second expansion of Able Point Marina - which is packed with yachts and luxury motorboats, from where it completely encloses the old open anchorage at Shingly Beach. This super embankment continues around the rest of Airlie, the yacht club and pretty much everything else as well. There are flash new apartment blocks crowding the foreshore; backpackers and tourists recline under umbrellas sipping cappuccinos to a backdrop of Mediterranean style houses that are piling up like a stage-set, high into the surrounding hills. Yet the incredible blue of Pioneer Bay is still the same. I don't know what causes this blue, but it's the preferred colour throughout the islands and adds greatly to the charm of the Whitsundays.

For years, we towed our little yachts to this part of the tropics. We found adventure and stunning scenery, wide expanses of water, big tidal ranges resulting now and then in strong currents and, with the SE

trade winds blowing enthusiastically, occasionally quite startling wind- against-tide effects. But nothing we couldn't handle and the Islands – they were beautiful.

As was the coral! This was something novel for us to be aware of, even wary of, when navigating around the islands. Like floating on an enormous, real-live aquarium, over reefs and chasms of unbelievable colour, populated by a multitude of exotic fish – with an unexpected downside; coral may well prevent you from enjoying a decent night's sleep. Coral can fill up a bay so completely that there's no room for boat to shelter, obliging you to anchor outside, in open and deeper water – for anchoring on coral was, and is not on. However, after a night or two, rolling gunwale to gunwale, a quiet sleep seemed a nice thing to have, almost essential really – and being on a trailer sailer, we simply retracted our centreboards, motored across the fringing reef at high tide, across the sometimes quite barren intertidal sandy flats, dropped the anchor on the sand and beached the boat stern to. Easy!

Once beached at high tide, the tidal range is so great that for the best part of the next 12 hours, the boat would be high and dry – unless we beached near the top of the higher of the two daily tides – it was then possible to have 24-hours, or so, to go walkabout. With one provision, we had to make sure that the next tide was as high or higher, so that we could float off and sail elsewhere this side of a fortnight. With an Investigator the tidal range in the Whitsundays lends itself nicely to this approach.

Curiously, around the time of high water in the Whitsundays, there is a lot of wave action. This appears to be due to the ocean swell rolling unhindered over the outer reefs at high tide. Beaching with waves rolling in will cause the hull to bump onto the sand, but the tide falls so quickly that the hull will be rock solid within a few minutes – if it can be secured in one spot. Let me explain. With an Investigator the drill was to run a line with the stern anchor up the beach, set it, tighten the line and stand on the stern of the boat to "wriggle" it in, essentially levelling it out so that no one has to sleep with their head downwards. However, I remember on one occasion wondering why it took so long for the boat to settle. As I looked back I noticed the stern anchor dragging down the slope of the beach at the same rate the tide was dropping. The trick therefore is to tie the stern line around something like a rock and it is surprising how little time it takes for the boat to be high and dry, just a few inches, actually. Some handy pieces of driftwood, (1350 long) used as legs, propped port and starboard under the gunwales and tied to the chainplates, will keep the hull upright. Variations of this theme include a piece of timber brought from home and placed transversely under the keel, tied to the legs, gunwales and fore and aft. This arrangement will allow you to be absent when the tide comes and goes. But the timber will have to be substantial because the water always seems to drain along the keel-line, washing a channel out from under the centre of the timber, thus suspending the Investigator in fresh air.

The transverse-timber way of keeping an Investigator upright worked well. However, we had to slide the timber under the keel while the boat is still afloat. It takes two people to float the timber under from the bow with two ropes, in unison – that means together, as in teamwork. However, keeping it centralized is another thing and when the timber pops up on one side, or the other, there can be much animation. Similar fuzzy feelings can be achieved with basketballs. That's right, there are people who travel with nets full of basketballs, just to jam them either side of their skeg. Every boat has different requirements.



*Investigator propped up on a steep beach.*



*Gazelle beached on the flat.*

There is no skeg on our Gazelle, just a "V" shaped hull, which is too long to park level on the downward slope of a beach without an enormous pile of packing somewhere forward of the pivot point. Hence the best place to dry out is at the bottom of the beach where the slope levels out. Unfortunately, this meant we were afloat much longer and we had to clear the area under the settling hull of all debris, which is easy enough once the water is knee deep. Two stern anchors helped to keep the boat in the cleared space. One advantage is that by the time the boat takes to the ground, the waves have also stopped rolling over the far-away reef and things settle nice and gently. I still "wriggle" the boat in, causing the "footprint" (the area of support) to become wide enough so that it becomes unnecessary to support the Gazelle at the gunwales at all! But you have to do this, even at 2 am in the morning, as she'd settle on her ear and life would become hazy and all the sparkle would leave your eyes.

Like the first time we were beached in our Investigator in company with the Milletts and Griffiths on a beach at St. Bees, 14 miles NE of Mackay. The tides were getting later and later and I'd be staying back, poking the dying embers of our campfire long after every one else had gone to bed. I just knew that I wouldn't wake up when the hull touched down, to put the props back. But in the small hours, on the last night, I was shivering and thought I'd give it a try and slunk away to my bunk. Sure enough, I was fast asleep while the tide drained away, leaving the boat balanced without the legs, (which usually float away if you don't tie them to something). I woke when the boat fell with a crash on her side and me out of my bunk and with everything else down on Barbie who was buried under a pile of stuff, giving forth a muffled yelp. Oddly, and luckily enough, it doesn't take much to upright an Investigator, and the two of us managed it nicely with the water sparkling seemingly miles away in the moonlight, just as Dave Millett, woken by all the excitement, came over to help us.

That was many years ago. They were good ones. We, as trailer sailers, had no need to anchor and destroy our fragile environment. We could beach our boats and never touch a live coral or destroy animal habitats. We left no rubbish behind as we burned what we could and took the rest with us. In fact, on several occasions, our little group collected all the flotsam washed up on some of the lonely beaches – plastic bags and left-footed thongs – and burned them, and after covering the ashes with sand, left a pristine beach behind. Those were the days.

Things have changed. I understood that these days the authorities take a dim view of beaching. There are so many of us now. People have moved into the area, developers built hotels, marinas; even a national airport on an island – tourism was promoted to the hilt. Yachts came from everywhere. Regattas were held. Anyone who could sail could even rent a yacht. Something had to be done to protect the natural world before it was too late. Inevitably the existing regulations were revised!

To protect coral, anchoring is allowed not just anywhere. In sensitive areas, if permitted at all, then only outside areas that are marked by a string of blue buoys. There are often white mooring buoys provided where you are not meant to anchor. Much sought after, they are usually set outside the bays, outside the coral in open water, and have a 2-hour time limit between 7am and 5pm on them. So, if you arrive by 3 pm and are lucky enough to get one, you are allowed to spend a rolling night, just like a big yacht and be off at 9 am. How wonderful! Wouldn't beaching be a much better alternative for us?

We simply had to find out how beaching fitted in with the latest regulations. Yet no one we spoke to could give us an answer - nobody at the Whitsunday Yacht Club, or the skipper of a charter catamaran, not even the ranger on Whitehaven Beach. He apologised for not knowing but he looked distinctly opposed to the idea. So we decided to get it straight from the horse's mouth, so to speak. The problem was which horse, as there are three different government bodies sharing the same paddock; the Great Barrier Reef Marine Park Authority, (Commonwealth); the Great Barrier Reef Coast Marine Park (Queensland) and the Queensland Parks and Wildlife Service. It was the latter's offices we walked into after we found them on the road to Shute Harbour. I explained my mission to the young woman behind the counter, with all the arguments I could think of. I talked of how responsible we are and how we wouldn't wilfully damage anything and ... She smiled at me and whispered, "What's a trailer sailer?"

Well, her boss with the answers was out, but he contacted us later on the mobile and it was good news; yes, we can beach boats. He does it quite often himself with his catamaran - however some places are out of bounds. The 100 Magic Miles will tell you which ones. As before, a permit is required to acquaint you with the rules. One concern is the length of time – a few days or a week's ok – but not months at a time. Also they're worried about the mess you leave behind, understandably the great beach parties on Whitehaven Beach are a thing of the past –it took the rangers weeks to clean up. And you must not damage anything; no ropes around trees, no cutting down, unfortunately no camp fires either. Leave nothing behind – take all your rubbish with you. Common sense really, and goodwill!



*Investigators at Cockermouth Island*



*Gazelle at Roberta Bay*

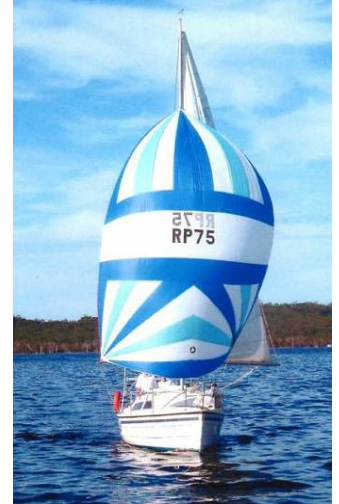
Bernd Jankowiak

## For Sale

Farr 7500 "Farr Horizon" in good condition. It has an 8hp 4 stroke Honda outboard, 2 mains, 2 genoas, a jib and 2 spinnakers. The boat is advertised with autohelm, GPS and comes complete with crockery and cutlery.

It is on a slip at the back of my house at 101 Fishing Point Road, Fishing Point. Phone 4975 2797, Mble 0415 458466 email [ian.nunn@gmail.com](mailto:ian.nunn@gmail.com).

I am asking \$33,500.



## WARNING

Croc found in  
the Boolambayte Creek, Myall Lakes early January

NPW have been given the go-ahead to track down and remove it, and its mate when found

If sighted approach with caution!!!



Dear God,

All I ask for in 2011 is a big, fat bank account and a slim body... please don't mix these up like you did last year.  
Amen.

*Jim, Spindrift*

### Some Quickies

Did you hear about the fat, alcoholic transvestite. All he wanted to do was eat, drink and be Mary.

Got an e-mail today from a bored local housewife, 43, who was looking for some hot action! So I sent her my ironing. That'll keep the lazy woman busy.

I got invited to a party and was told to dress to kill. Apparently a turban, beard and a backpack wasn't what they had in mind.

After a night of drink, drugs and wild sex Bill woke up to find himself next to a really ugly woman. That's when he realised he had made it home safely.

My mate just hired an Eastern European cleaner, took her 5 hours to Hoover the house. Turns out she was a Slovak.

Came home today to find all my doors and windows smashed in and everything gone. What sort of sick person does that to someone's Advent calendar.

I've been charged with murder for killing a man with sandpaper. To be honest I only intended to rough him up a bit.

After years of research, scientists have discovered what makes women happy. Nothing.

A lad comes home from school and excitedly tells his dad that he had a part in the school play and he was playing a man who had been married for 25 years. The dad says, "Never mind son, maybe next year you'll get a speaking part.

Just had my water bill of \$175 drop on my mat. That's a lot. Oxfam can supply a whole African village for just \$2 a month: Time to change supplier I think.

*Spindrift*

## **Program of Events**

<b>NHTYA Program 2011</b>							
<b>Date</b>			<b>Activity</b>		<b>Location</b>	<b>Contact and Phone</b>	<b>Points</b>
Sat-Sun	12-13	February	Race	1-2	Styles point	Graham Walkerden 4959 1552	2
Tuesday	15	February		General Meeting	NCYC		
Sat-Sun	26-27	February	Cruise		Wallis lakes	Phillip Sparkes 0414 223654	2
Sat-Sun	12-13	March	Race	3-4	Styles point	Graham Walkerden 4959 1552	2
Tuesday	15	March		General Meeting	NCYC		
Sat-Sun	26-27	March	Cruise		Brisbane water	Hart Peters 0417674687	2
Sat-Sun	9-10	April	Race	5-6	F-jetty	Graham Walkerden 4959 1552	2
Tuesday	19	April		General Meeting	Club Macquarie		
Sat-Sun	22-26	April	Cruise	Easter/Anzac	Myall Lakes	Graeme Vivian 0410329950	2
Sat-Sun	30-1	May		Invitation activity	Bay to Bay [Qld]		2
Sat-Sun	14-15	May	Race	7-8	F-jetty	Graham Walkerden 4959 1552	2
Tuesday	17	May		AGM/General Meeting	Club Macquarie		
Sat-Sun	28-29	May	Cruise		Hunter/Paterson	Phillip Sparkes 0414223654	2
Sat-Mon	11-13	June	Cruise		QBB	Graeme Vivian 0410329950	2
				Invitation activity	Lake Keepit Kool		
Tuesday	21	June		General Meeting	Club Macquarie		
Sat	25	June		Presentation Night			
Sat-Sun	9-10	July	On-shore	X-Mas in			2
Tuesday	19	July		General Meeting	Club Macquarie		
Sat-Sun	30-31	July	Cruise				2
Sat-Sun	13	August	Inspect day		F-jetty ramp		
Tuesday	16	August		General Meeting	Club Macquarie		
Sat-Sun	20-21	August	Race	1-2	F-jetty		2
Sat-Sun	3-4	Sept	Cruise	Father's Day	Newcastle Harbour		2
Sat	27-11	August Sept	Cruise		Murray River	Phillip Sparkes 0414 223654	2
Sat-Sun	17-18	Sept	Race	3-4	F-jetty		2
Tuesday	20	Sept		General Meeting	Club Macquarie		
Sat-Mon	1-3	October	Cruise	Labour Day Weekend	3 and 6 hr		2
			Race	Invitation activity	Heaven Can Wait		

Sat-Sun	15-16	October	Cruise				2
Tuesday	18	October		General Meeting	NCYC		
Sat-Sun	29-30	October	Race	5-6	Styles point		2
Sat-Sun	12-13	November	Cruise				2
Tuesday	15	November		General Meeting	NCYC		
Sat-Sun	26-27	November	Race	7-8	Styles point		2
Sat-Sun	10-11	December	Cruise ?				2
Sat-Sun	31-1	Dec 2011 Jan 2012	Cruise	New Years Eve	Myall lakes		2



⊥

## ENTRY FORM NHTYA Autumn 2011

Helmsman's Name: \_\_\_\_\_

Vessel's Name: \_\_\_\_\_

Class/Make: \_\_\_\_\_

Sail No: \_\_\_\_\_

YA Membership No: \_\_\_\_\_

Email: \_\_\_\_\_

On shore contact \_\_\_\_\_

Entry Fee            \$30.00

**Insurance:** Each participating boat shall be insured with a valid third-party liability insurance policy for 'Non Spinnaker Racing' of not less than AUD\$10,000,000 .All owners/competitors who sign this Entry Form are deemed to have made a declaration that they hold such cover.

Cat 7 Equipment Audit sighted.    1. Initiated    \_\_/\_\_/\_\_    2. Date Completed    \_\_/\_\_/\_\_

**Note:** Competitors participate in this event entirely at their own risk. See Rule 4, Decision to Race. The Newcastle Hunter Traller Yacht Association Sailing Committee will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during and after the event.

**Declaration:** I agree to be bound by the Racing Rules of Sailing 2005-2009 (RRS), the Notice of Race, the Sailing Instructions and all other Rules that govern this series. I acknowledge that Rule 4 – Decision to Race, places the sole responsibility on each crew for deciding to participate in a race or continue racing, and accept the organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during and after the event.

Signed: \_\_\_\_\_

Print Name: \_\_\_\_\_

Date: \_\_\_\_\_

## NOTICE OF RACE 2011 Autumn Series

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2009-2012.
- 1.2 The Prescriptions and Special Regulations of Yachting Australia Inc will apply.
- 1.3 All races will be non-spinnaker events.
- 1.4 All Yachts shall meet the safety Category of the Yachting Australia Category 7
- 1.5 Each race is required to have a minimum of 5 boats to sign on and start the race. If less than 5, the race will not be part of the race series.

### 2 ADVERTISING

- 2.1 Advertising will be restricted to Category A.

### 3 ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to all financial NHTYA members and visitors.
- 3.2 Eligible boats may enter by completing an entry form and submitting it to the Race Organiser prior to competing in a race.
- 3.3 Late entries will be accepted throughout the series
- 3.4 Entry fee for all boats is \$30.00

### 4 SCHEDULE OF RACES

<i>Date</i>		<i>Date</i>	
12 <sup>th</sup> February	Race 1	13 <sup>th</sup> February	Race 2
12 <sup>th</sup> March	Race 3	13 <sup>th</sup> March	Race 4
9 <sup>th</sup> April	Race 5	10 <sup>th</sup> April	Race 6
14 <sup>th</sup> May	Race 7	15 <sup>th</sup> May	Race 8

- 4.2 Saturday Division 1 Race start 12:35. Division 2 will start at 12:45. Division 3 will start at 12:50 and Division 4 will start at 12:55. Sunday races will be 1 hour earlier.

## **5 SAILING INSTRUCTIONS**

**5.1** Sailing Instructions available from the Race Organiser Graham Walkerden.

## **6 VENUE**

6.1 The venue will be Styles Point for races 1-4 and the F-Jetty at Rathmines for races 5-8

## **7 THE COURSES**

7.1 The courses will be decided on each day of racing and competitors will be notified at the race briefing 1 hour prior to the division one start

7.2 Courses will include, Bay Courses, Passage Courses and Set Courses. The Sailing Instructions will include maps of the various courses and GPS locations of all the marks are available from the Race Organiser.

## **8 RADIO COMMUNICATION**

8.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.

8.2 Boats are required to monitor channel 88 on a 27 meg radio to listen for course changes and other information from the Officer of the Day.

## **SCORING**

9 Results for the Spring Series will be calculated using the clubs Personal Based Handicaps utilising the Topyacht Software and scoring programme.

9.1 All divisions will use the low point scoring system as describe in A4.1 with first accruing 0.8

## **10 PRIZES**

**10.1** Prizes will be given as follows:

Medal for 1st, 2nd and 3rd placing on handicap each race.

Husband and wife trophy for the first husband and wife to finish on corrected time.

Trophies as follows:

1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> of the Spring Series overall.

## **11 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **12 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance for Non-spinnaker racing, with a minimum cover of \$10,000,000.00 per event or the equivalent.

## **13 FURTHER INFORMATION**

Please contact Graham Walkerden via email on [walko@dodo.com.au](mailto:walko@dodo.com.au) or Graeme Vivian via email on [singoviv@bigpond.net.au](mailto:singoviv@bigpond.net.au)

# SAILING INSTRUCTIONS

## Autumn 2011

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2009-2012.
- 1.2 The Prescriptions and Special Regulations of Yachting Australia Inc will apply.
- 1.6 All races will be non spinnaker events.
- 1.7 Each race is required to have a minimum of 5 boats to sign on and start the race. If less than 5, the race will not be part of the race series unless it is rerun after the series.

### 2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the venue which will be Styles Point for races 1 through 4 and the "F" jetty for races 5 through 8.

### 3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before the briefing on the day it will take effect, except that any change to the schedule of races will be posted in the club magazine prior to the next race.

### 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the jetty adjacent to the Rathmines Bowling Club

### 5 SCHEDULE OF RACES

- 5.1 Dates of racing:

<i>Date</i>		<i>Date</i>	
12 <sup>th</sup> February	Race 1	13 <sup>th</sup> February	Race 2
12 <sup>th</sup> March	Race 3	13 <sup>th</sup> March	Race 4
9 <sup>th</sup> April	Race 5	10 <sup>th</sup> April	Race 6
14 <sup>th</sup> May	Race 7	15 <sup>th</sup> May	Race 8

- 5.2 The scheduled time of the warning signal for the race briefing is Saturday 11.30am and Sunday 10.30am. The race briefing will be conducted after the warning signal. Saturday Division 1 Race start 12:35 1 hour after the warning signal Division 2 will start at 12:45, Division 3 will start at 12:50 and Division 4 will start at 12:55. Sunday races will be 1 hour earlier.
- 5.3 Postponement or abandonment will be notified by means of a briefing or a radio call on 27.88.
- 5.4 Cancelled races may be rescheduled after the series. The rescheduled Race is required to be advertised in a magazine prior to the event to provide adequate notice to all members to be available to attend. Consideration of other events on the calendar and other clubs to be considered when rescheduling.

### 6 RACING AREAS

Attachment 1 shows the location of racing areas.

### 7 THE COURSES

- 7.1 The diagrams in Attachments 1 & 2 show the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. A windward leeward triangle course may be used if conditions are suitable.
- 7.2 The course will be indicated at a briefing approximately 60 minutes prior to the first boat starting or on supplementary sailing instructions.  
Course buoys or marks will be identified at the briefing or in the supplementary instructions.  
Permanent navigation marks are to be regarded as marks of the course unless they are designated as turning marks.
- 7.3 All yachts shall round each mark on the designated side.

### 8 THE START

- 8.1 Races will be started using rule 26 with the warning signals made 4 minutes before the start signal for each division.
- 8.2 The class flag for each division will use the corresponding pennant I.E division 1 will use pennant 1, division 2 pennant 2 etc.
- 8.3 The start will be between an Association buoy and a flag on the start boat, unless notified at the briefing.
- 8.4 The yacht's engine shall not be used in the 4 minute period prior to its starting time IE after her warning signal.
- 8.5 Boats whose warning signal has not been made shall avoid the starting area during the start sequence for other races.

### 9 CHANGE OF THE NEXT LEG OF THE COURSE

- 9.1 If it is considered by the O.O.D. that the lead boat may not finish within three and a half (3 ½) hours, or there is a change in the weather conditions which may affect the safety of the competitors, the O.O.D. will consult the Race Organiser and/or his Assistant as soon as possible, to consider shortening of the course.
- 9.2 The Race Organiser and/or his Assistant may shorten course. This will be notified over the radio on 27.88 MHz by the O.O.D or the Race Organiser.
- 9.3 The fleet will then be told at which buoy the shortened course will take effect. Yachts will then sail from that buoy to the finish line.

## 10 THE FINISH

The finish will be between a buoy and the OOD's boat or as notified at the time of briefing. Competitors are requested to assist the timekeeper by not re-crossing the finish line. Yachts which do re-cross the finish line will receive a penalty of 2 minutes added to their time. In addition, yachts are requested to keep clear of the general area of the finish line after finishing.

## 11 TIME LIMITS

Boats failing to finish within 1 and 1/2 hours after the first boat sails the courses and finishes will be scored Did Not Finish without a hearing. This changes rule 35, A4 and A5.

## 12 PROTESTS AND REQUESTS FOR REDRESS

- 12.1 Protest forms are available from the race officer.
- 12.2 The protest time limit is 30 minutes after the last boat has crossed the finish line.
- 12.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses
- 12.4 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 12.5 Decisions of the protest committee will be final as provided in rule 70.4.
- 12.6 The protest Committee will be made up from committee members or of financial members of the club chaired by a qualified Race Officer.
- 12.7 On completion of the race the race officer shall work out the corrected times from the finish times as recorded by the Officer Of the Day. The results will be posted for a period of 15 minutes prior to the announcement of the results. During this period any member that finds an error in the results it can be discussed with the race officer prior to the announcement. Results once announced are recorded as being the final results.

## 13 SCORING

- 13.1 The scoring system will be based on personal handicap results using the Topyacht Clubscore software.
- 13.2 The low point system as described in A4.1 with first accruing 0.8.
- |                                  |   |
|----------------------------------|---|
| A boat that DNF (Did Not Finish) | Number of finishers in the race plus 1      |
| A boat that DNS (Did Not Start)  | Number of finishers in the race plus 1      |
| A boat that DSQ (Disqualified)   | Number of finishers in the race plus 1      |
| OOD (Officer Of the DAY)         | Avg for all races, but not greater than DNF |

A boat that DNC (did not come to the starting area)

**TopYacht club scoring.** DNC = Number of competitors on the water plus two plus a scale factor determined by the percentage of those who turned up for the race. The lower the number that turned up the lower the DNC score but it is always greater than the DNF score.

- 13.3 Any Series Ties to be resolved using A8.1.
- 13.4 A racing yacht that renders assistance to another vessel in distress will be allocated it's average series points but not greater than the DNF points for the race.
14. No DSQ can be dropped from any point score series.
- 14.1 Series points are calculated on the best 6 races. DNF and DNS can be dropped from the series for the purpose of calculating the series points.
- 14.2 Any person participating in the buddy system will be awarded Average points for the series, but not greater than the DNF points for the race.
- 14.3 All yachts must be financial members of the NHTYA and race fees paid of \$30.00 per series or race before points will be allocated or medals are given.

## SAFETY REGULATIONS

- 15.1 Check-out and check-in. each Person in charge will sign in prior to the briefing. A boat that retires from a race shall notify the race OOD as soon as possible. Failure to do so will result in the boat being disqualified.
- 15.2 If the Hunter Coastal Waters forecast is for wind strength to exceed 25 knots inshore during the time of the race, the race may be cancelled by the race organiser.
- 15.3 All Yachts shall meet the safety Category of the Yachting Australia Category 7.
- 15.4 Mainsail Reefing System all yachts must be fitted with a mainsail reefing system capable of substantially reducing the area of the mainsail.

- 15.5** Engine and Fuel – all yachts must be fitted with a motor in good working order. Outboard motors shall be mounted at all times. The mounting may be raised but not removed. The motor may be tilted but not removed.
- 15.6** Clause 2.24.3 Retrieval of crew from water. All boats shall be able to demonstrate equipment or method by which crew may be assisted back on board. Clause 4.26 additional requirements of the NHTYA inc.
- 15.7** All Yachts shall have initiated a current NHTYA Equipment Audit or have an equivalent certificate issued by another club completed, prior to competing in the Series. All Yachts shall have three races thereafter to complete their Audit.
- 15.8** All persons are required to follow Blue Book rules on the wearing of personal flotation devices.
- 15.9** Keels must remain locked down during the race.
- 15.10** Radios shall be on 27.88 to listen for any notice of shortened course and weather reports from the OOD.
- 16** **REPLACEMENT OF CREW OR EQUIPMENT**
- 16.1** Substitution of competitors will not be allowed without prior written approval of the race committee.
- 16.2** Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.
- 17** **EQUIPMENT AND MEASUREMENT CHECKS**
- A boat or equipment may be inspected at any time for compliance with the sailing instructions. On the water, a boat can be instructed by a race committee officer to proceed immediately to a designated area for inspection.
- 18** **OFFICIAL BOATS**
- Official boats will be the OOD and Committee member boats
- 19** **RADIO COMMUNICATION**
- A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.
- 20** **PRIZES**
- Prizes will be given as follows:  
Medal for 1st, 2nd and 3rd placing on handicap  
Husband and wife trophy for the first husband and wife to finish on corrected time.  
Trophies as follows:  
Winner of the Spring Series  
Winner of the Autumn Series  
Winner of the Combined Series.
- 21** **DISCLAIMER OF LIABILITY**
- Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 22** **INSURANCE**
- Each participating boat shall be insured with valid third-party liability insurance for Non-spinnaker racing, with a minimum cover of \$10,000,000.00 per event or the equivalent.
- 23** **PERSON IN CHARGE**
- The person in charge of each boat will be a financial member of the YA

ADDENDUM A

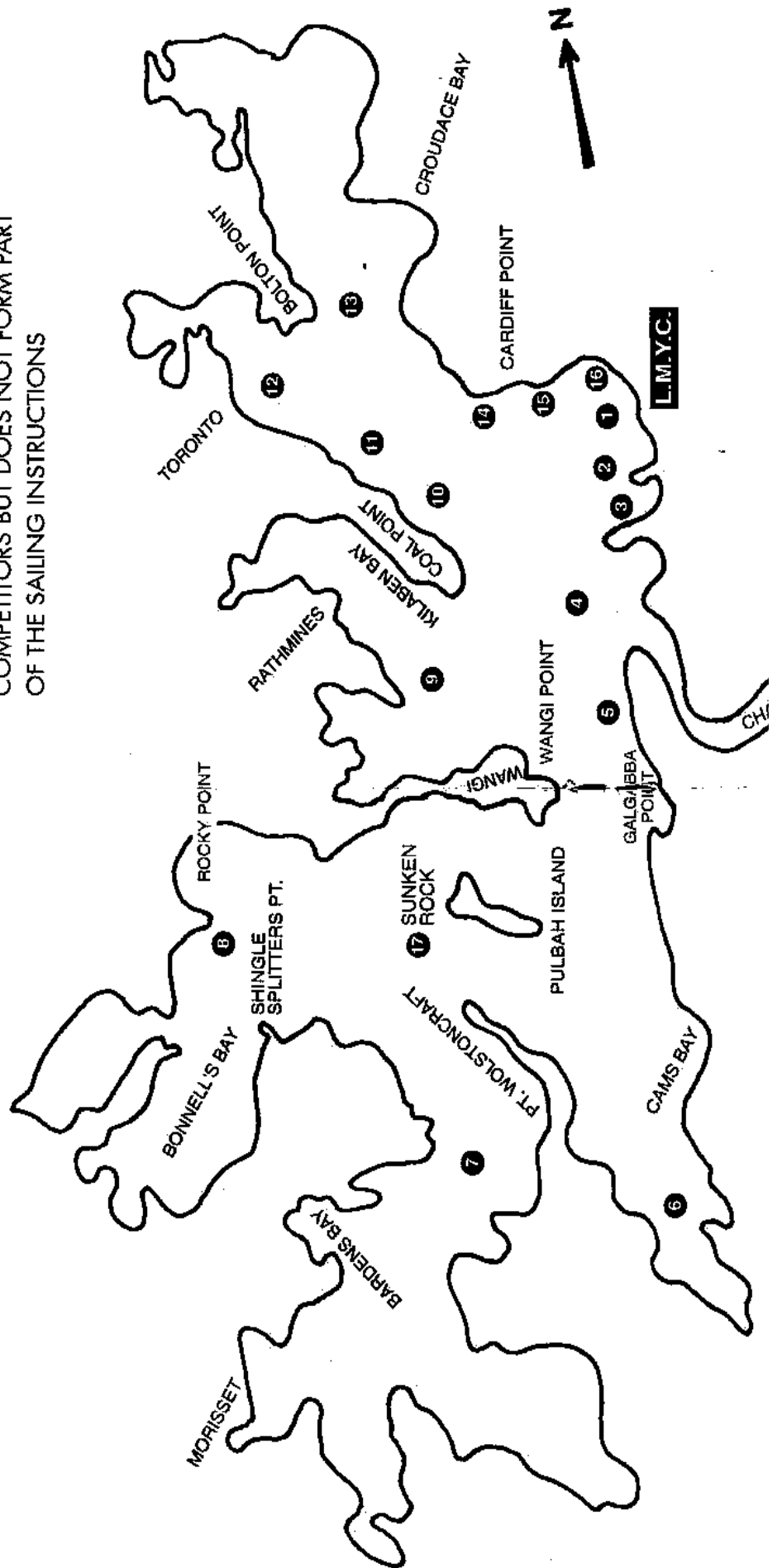
APPROXIMATE BUOY POSITIONS FOR THE LAKEMACQUARIE YACHT CLUB COURSES

- 1 LAKE MACQUARIE YACHT CLUB
- 2 ANDERSONS
- 3 MARKS POINT
- 4 CHANNEL
- 5 COON ISLAND
- 6 CRANGAN

- 7 SUNSHINE
- 8 ROCKY POINT
- 9 FISHING POINT
- 10 COAL POINT
- 11 CAREY BAY

- 12 TORONTO
- 13 BOLTON POINT
- 14 CARDIFF POINT
- 15 SLIP
- 16 BELMONT BAY
- 17 SUNKEN ROCK

NOTE: THIS MAP IS FOR THE ASSISTANCE OF COMPETITORS BUT DOES NOT FORM PART OF THE SAILING INSTRUCTIONS





# Newcastle and Hunter Trailer Yacht Association Inc.

## ADDENDUM B BAY COURSES

June 2006

<p><b><u>North:</u></b>            Start            Fishing Point (P)            LMYC Dropover (S)            Mark's Point (P)            Slip (P)            Carey Bay (P)            LMYC Dropover (P)            Coon Island (S)            Finish</p>	<p><b><u>North-East:</u></b>            Start            Fishing Point (P)            LMYC Dropover (S)            Slip (P)            Carey Bay (P)            LMYC Dropover (P)            Coon Island (P)            LMYC Dropover (S)            Mark's Point (P)            LMYC Dropover (P)            Finish</p>	<p><b><u>East:</u></b>            Start            LMYC Dropover (S)            Mark's Point (P)            LMYC Dropover (P)            Coal Point (S)            Cardiff Point (S)            LMYC Dropover (P)            Coon Island (S)            Fishing Point (S)            LMYC Dropover (S)            Mark's Point (P)            LMYC Dropover (P)            Finish</p>
<p><b><u>South - East:</u></b>            Start            Coon Island (P)            LMYC Dropover (S)            Coal Point (S)            Cardiff Point (S)            Slip (S)            LMYC Dropover (P)            Fishing Point (P)            Coon Island (P)            Finish</p>	<p><b><u>South:</u></b>            Start            Fishing Point (P)            LMYC Dropover (S)            Mark's Point (P)            Cardiff Point (P)            Coal Point (P)            Andersons (S)            LMYC Dropover (P)            Coon Island (S)            Finish</p>	<p><b><u>South - West:</u></b>            Start            LMYC Dropover (S)            Mark's Point (S)            LMYC Dropover (P)            Coon Island (S)            LMYC Dropover (S)            Carey Bay (S)            Slip (S)            LMYC Dropover (P)            Fishing Point (S)            Finish</p>
<p><b><u>West:</u></b>            Start            Cardiff Point (S)            Mark's Point (S)            LMYC Dropover (P)            Fishing Point (P)            Coon Island (P)            LMYC Dropover (S)            Mark's Point (P)            LMYC Dropover (P)            Finish</p>	<p><b><u>North - West:</u></b>            Start            Coon Island (S)            Fishing Point (S)            LMYC Dropover (S)            Slip (P)            Cardiff Point (P)            Coal Point (P)            LMYC Dropover (P)            Coon Island (S)            Finish</p>	

Note: - Waterways Cardinal and Navigation buoys are to be treated as Marks on the course.

Marks used are Lake Macquarie Yacht Club Markers.

Greg Searles  
 President



# Newcastle and Hunter Trailer Yacht Association Inc.

## ADDENDUM B PASSAGE COURSES

June 2006

<p><b><u>North:</u></b>            Start            Gas Buoy (S)            Pulbah Island (P)            Fishing Point (S)            Coon Island (P)            LMYC Dropover (S)            Marks Point (P)            LMYC Dropover (P)            Finish</p>	<p><b><u>North-East:</u></b>            Start            Coon Island (S)            Pulbah Island (P)            LMYC Dropover (S)            Marks Point (P)            Coal Point (P)            LMYC Dropover (P)            Fishing Point (S)            Finish</p>	<p><b><u>East:</u></b>            Start            Fishing Point (P)            Coon Island (S)            Sand Buoy (S)            LMYC Dropover (S)            Marks Point (P)            LMYC Dropover (P)            Finish</p>
<p><b><u>South-East:</u></b>            Start            Coon Island (S)            Pulbah Island (P)            Fishing Point (S)            Coon Island (P)            LMYC Dropover (S)            Marks Point (P)            LMYC Dropover (P)            Finish</p>	<p><b><u>South:</u></b>            Start            Gaslight Buoy (S)            Pulbah Island (P)            LMYC Dropover (S)            Marks Point (P)            LMYC Dropover (P)            Finish</p>	<p><b><u>South-West:</u></b>            Start            Coon Island (S)            Pulbah Island (P)            LMYC Dropover (S)            Marks Point (P)            Coal Point (P)            LMYC Dropover (P)            Fishing Point (S)            Finish</p>
<p><b><u>West:</u></b>            Start            Fishing Point (P)            Coon Island (S)            Sandy Mark (S)            LMYC Dropover (S)            Marks Point (P)            LMYC Dropover (P)            Finish</p>	<p><b><u>North- West:</u></b>            Start            Coon Island (S)            Fishing Point (S)            Coon Island (P)            LMYC Dropover (S)            Marks Point (P)            LMYC Dropover (P)            Finish</p>	

Note: - Waterways Cardinal and Navigation buoys are to be treated as Marks on the course.

Marks used are Lake Macquarie Yacht Club Markers.

Greg Searles  
 President