

# CATALINA FLEET NEWS

**March 2010**



Self Indulgent picture of Ezy  
Lake Mac  
David & Joan



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



**Matters arising from previous Committee meeting**

Nil

**Correspondence In :**

Letter from Sandra & Ross Cook - photos  
Thank you card from Garry Whatson  
Bilgewater  
Sonato Notes  
Newcastle Statement  
ING statement  
Yachting NSW  
Lake Macquarie Sports Council

**Business arising from correspondence**

Nil

**Treasurers Report - Peter Swan**

**Peter Swan emailed to advise this information will be presented at March General Meeting**

**Cruising Organizer - Graeme Vivien**

Apparently there has been some comments suggesting that the club is more into racing than cruising

- Onshore cruise July - Wattigans
- Aug - Graeme was not sure
- Sept - Newcastle Harbour Race
- Oct - long weekend 3 hours race 30<sup>th</sup> celebrations
- Nov - race to support Lord Mayors regatta Wollongong & also cruise on Lake Macquarie
- Dec - pirates cruise NYE - Myalls
- Jan - Manning Marathan Race
- Jan - Australia Day cruise - Port Stephens
- Feb - not much happening
- March - Hawkesbury Cruise
- April - Easter - Myalls
- Anzac Day - Cruise Lake Macquarie
- May - Lake Macquarie
- June - Queens Birthday - Lake Macquarie
- & also Lake Keepit Regatta - Tamworth

Suggestions for other cruises - all welcome

Next cruise 6 & 7 March, 2010 - Parsley Bay - Doug

Chocolates - raising funds - Graeme & Heidi Vivien took on 12 boxes of chocolates - volunteers from the Club assisted in selling the chocolates

Support from club members - well done raised \$345.60

**Social Organiser - Debbie/Brenda**

Responded by Graham Walkerden on behalf of social organisers

- Nothing coming up
- Xmas party was the last thing organised
- Only cruises and races coming up

**Membership Organizer - Phillip**

Application Mark & Hel Whittle - raced on the weekend - Ross 780 Mark 1

YA members - paid race fees

Membership - application

All accepted

Graham Tinkler - have a Timpenny on Nelson Bay cruise that are interested  
Other interested parties - made enquiries

**Racing Organiser - Graham Walkerden**

**19 payments for the series**

**Reminder navigation markers are part of the course - refer to sailing instructions**

**Apology for Sunday briefing - briefing had started and people were not aware that race results were read - hot & sticky day and sorry for people that missed the race results**

**Successful race - some regulars missing - hopefully more attending next race day**

**General Business**

**Racing - nav markers - protest what is needed - fill in protest form at the end of the race  
Within required timeframes**

**Requested to print in the newsletters the rules & regulations of protest**

**Lots of the cruises are now involving racing**

**Still should be separate without involving racing for people that don't want to race**

**Issue - no issue nor incident - no issue**

**Supposed near death experience - rather forcefull from Vivien to his crew that was heard by Kinross**

**Polite exchange between Derek & Graeme, Graeme TRIED to explain the situation**

**From his interpretation - with graceful nods from Derek**

**Further discussion to be held after the meeting**

**Another point, to pick one rule each newsletter to be discussed and explained  
In more detail**

**Meetings - requested times and meeting venue to be printed clearly in the Newsletter**

**Stickers - triangular - we have run out and people are requesting**

**Phill to find out how much the cost and seek approval at the next meeting for funding**

**Next meeting to be held at 7:00 16 March, 2010 at Newcastle Cruising Yacht Club**

**Letter to Club Macquarie thanking them for their assistance and request room again from May onward**

**Letter to Newcastle Cruising Yacht Club asking for these facilities from March & April**

**Letter to Lake Macquarie Council requesting permission to use F Jetty for Autumn Series 2009**

**Date of next General Meeting**

**Tuesday March 16, 2010**

*Meeting closed at 7:56 pm*



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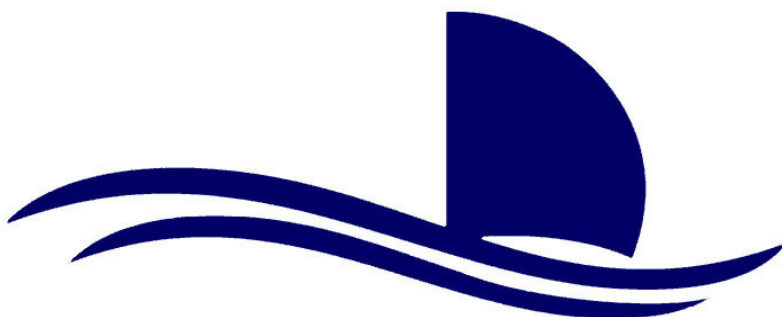
**Call Greg**

**Or Angie**

**Today On: 02-49624888**



## TRAILER SAILER COMMUNITY



[www.tscom.org](http://www.tscom.org)

### Race Organisers Column:

Great to see 25 boats already entered in the Autumn series. Can't wait till races 3 and 4, as it should be a bumper turn out.

### **Crew Register**

Cant get on the water because your first mate has walked the plank?? Maybe your first mate has made you walk the plank!! I'm sure there would be plenty of occasions where more than one boat has to cancel due to lack of

crew. I'm more than happy to be the contact point for any members looking for crew or any one available to crew, especially on a race weekend.

Email or ring me to organise.

## Course Maps

I have a set email with all of the course maps, GPS co-ordinates and marks. Email me and I'll send them to anyone who wants them. It makes sailing the course much easier!!

### Rules Section:

#### SECTION C

#### AT MARKS AND OBSTRUCTIONS

Section C rules do not apply at a starting **mark** surrounded by navigable water or at its anchor line from the time boats are approaching them to **start** until they have passed them. When rule 20 applies, rules 18 and 19 do not.

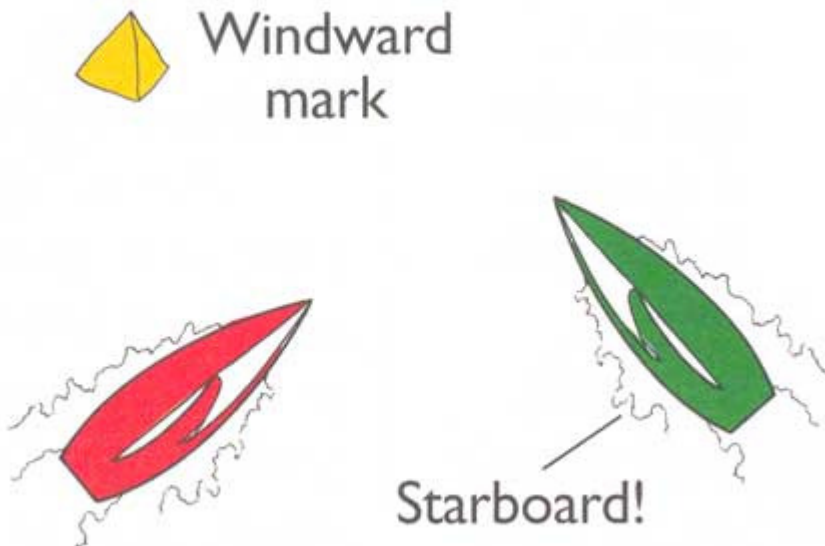
## 18 MARK-ROOM

### 18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

Don't forget Rule 18 (a). Quite often when the Club is sailing a NE or E bay course, a number of boats will be approaching the Marks Point mark on opposite tacks beating to windward. Starboard has Right of Way and Port tack boats must keep clear. If the Port boat tacks in the zone in front of Starboard then the boat that tacked needs to keep clear until clear of the zone.



Thanks to Singo and Derek for sharing their experience with the above rules

Happy Sailing  
Graham  
NHTYA Race Organiser

## Autumn Series Race 1: 13 Feb 2010

Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	106	Dancing Barefoot	02:33:21	0.616	01:34:28	0.667	0.622	S McIntosh	D3	0.8	15:23:21	3
2	164	Kinross	02:29:59	0.661	01:39:08	0.682	0.666	D Tracey	D4	2.0	15:24:59	2
3	77	Possum	02:25:25	0.690	01:40:20	0.703	0.693	R Parker	D4	3.0	15:20:25	1
4	169	Viva La Vida	02:37:06	0.641	01:40:42	0.651	0.643	G Vivian	D4	4.0	15:32:06	6
5	215	Slippery When wet	02:35:59	0.650	01:41:23	0.655	0.651	R Wilcox	D3	5.0	15:25:59	5
6	510	Its All Good	02:34:11	0.663	01:42:13	0.663	0.663	J Longworth	D3	6.0	15:24:11	4
7	8	Roller Coaster	03:03:00	0.567	01:43:46	0.559	0.565	D Stanfield	D2	7.0	15:48:00	13
8	2665	X-Rated	02:43:20	0.640	01:44:32	0.626	0.637	G Booker	D3	8.0	15:33:20	9
9	190	Gunsmoke	02:59:08	0.592	01:46:03	0.571	0.587	G Walkerden	D2	9.0	15:44:08	11
10	440	Blue moon	03:00:37	0.588	01:46:12	0.566	0.583	S Steele	D2	10.0	15:45:37	12
11	0	Penultimate	03:06:34	0.570	01:46:21	0.548	0.565	R Penn	D1	11.0	15:41:34	14
12	502	Wanderer 2	02:58:21	0.605	01:47:54	0.573	0.599	N Heap	D2	12.0	15:43:21	10
13	65	Impulse	02:40:51	P0.688	01:50:40	0.635	P0.688	B Hobbs	D3	13.0	15:30:51	7
14	202	Aroo	02:42:57	P0.688	01:52:07	0.627	P0.688	R Parker	D3	14.0	15:32:57	8
15	F916	Spindrift	03:37:50	0.550	01:59:48	0.469	0.544	J Gillan	D1	15.0	16:12:50	15
DNF	88	Atanos	.	0.598	.	.	.	P Sparkes	D2	19.0	.	.
DSQ	5	Ssora	.	P0.755	.	.	.	M Whittle	D4	19.0	.	.
DUT	145	Zorro	.	0.705	.	.	.	G Searles	D4	.	.	.

## Autumn Series Race 2: 14 Feb 2010

Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	145	Zorro	01:49:00	0.705	01:16:51	0.739	0.712	G Searles	D4	0.8	13:44:00	1
2	F916	Spindrift	02:22:12	0.544	01:17:21	0.566	0.548	J Gillan	D1	2.0	13:57:12	15
3	2665	X-Rated	02:03:15	0.639	01:18:45	0.654	0.640	G Booker	D3	3.0	13:53:15	6
4	106	Dancing Barefoot	02:06:57	0.622	01:18:58	0.635	0.627	S McIntosh	D3	4.0	13:56:57	7
5	169	Viva La Vida	02:02:42	0.646	01:19:16	0.656	0.647	G Vivian	D4	5.0	13:57:42	5
6	502	Wanderer 2	02:12:28	0.599	01:19:21	0.608	0.600	N Heap	D2	6.0	13:57:28	11
7	440	Blue moon	02:17:17	0.585	01:20:19	0.587	0.582	S Steele	D2	7.0	14:02:17	13
8	164	Kinross	02:00:35	0.668	01:20:33	0.668	0.668	D Tracey	D4	8.0	13:55:35	4
9	77	Possum	01:57:35	0.696	01:21:50	0.685	0.692	R Parker	D4	9.0	13:52:35	3
10	0	Penultimate	02:24:38	0.567	01:22:00	0.557	0.561	R Penn	D1	10.0	13:59:38	16
11	190	Gunsmoke	02:19:43	0.589	01:22:18	0.577	0.583	G Walkerden	D2	11.0	14:04:43	14
12	8	Roller Coaster	02:26:18	0.567	01:22:57	0.551	0.561	D Stanfield	D2	12.0	14:11:18	17
13	7265	Farrthers Toy	02:17:17	0.615	01:24:26	0.587	0.609	D Cooper	D3	13.0	14:07:17	13
14	510	Its All Good	02:08:14	0.665	01:25:16	0.628	0.657	J Longworth	D3	14.0	13:58:14	8
15	215	Slippery When wet	02:11:44	0.651	01:25:46	0.611	0.645	R Wilcox	D3	15.0	14:01:44	10
16	5	Ssora	01:55:33	P0.755	01:27:14	0.697	P0.755	M Whittle	D4	16.0	13:50:33	2
17	202	Aroo	02:08:49	P0.688	01:28:38	0.625	P0.688	R Parker	D3	17.0	13:58:49	9
18	88	Atanos	02:29:20	0.598	01:29:18	0.539	0.592	P Sparkes	D2	18.0	14:14:20	18
19	65	Impulse	02:17:09	P0.688	01:34:22	0.587	P0.688	b Hobbs	D3	19.0	14:07:09	12
DUT	752	Farr n Beyond	.	0.631	.	.	.	H Peters	D3	.	.	.

## Race 2 Autumn Series 2010

Conditions were favourable for the larger boats at the start with lighter breeze 8 – 10 knots from the East.

Graham (the race organiser) chose a North Bay Course as it is fairly short and easy to drop a leg off if the wind eased.

Some 17 Boats started the race. Hart was Officer of the Day and set the start line set from the old jetty next to the Bowling Club.

We put our big woomper up as did all the other boats.

We had a particularly good start in the 4<sup>th</sup> division making the line in front of Viva, Possum, Ssora (Ross 780) and Kinross. By the first Mark (Fishing Point) we had hauled in Aroo (RL24). On the way to Marks Point we passed Slippery, Atanos, It's all Good, Dancing Barefoot, Roller Coaster, X Rated, Gunsmoke and Wanderer 2 just before the mark. Penultimate had some trouble to make Marks point and we caught him on the way to Slip. We hauled in Spindrift on the way to Carey Bay. The wind had increased to 12 to 15 knots so we were powering toward Coon on a reach. We rounded Coon and headed back home.



It was one of those races where the start was very important in the lighter conditions.

Zorro

## Autumn Series Scores for Mixed Class HC up to Race 2

Duty Score Average of 2 best scores. Penalties: C=DNC F=DNF Q=DSQ U=DUT

Place	Sail No	Boat Name	Skipper	From	Sers Score	Race 2	Race 1
1	145	Zorro	G Searles	.	1.50	0.75	0.75U
2	106	Dancing Barefoot	S McIntosh	.	4.75	4.00	0.75
3	169	Viva La Vida	G Vivian	.	9.00	5.00	4.00
4	164	Kinross	D Tracey	.	10.00	8.00	2.00
5	2665	X-Rated	G Booker	.	11.00	3.00	8.00
6	77	Possum	R Parker	.	12.00	9.00	3.00
7	440	Blue moon	S Steele	.	17.00	7.00	10.00
7	F916	Spindrift	J Gillan	.	17.00	2.00	15.00
9	502	Wanderer 2	N Heap	.	18.00	6.00	12.00
10	8	Roller Coaster	D Stanfield	.	19.00	12.00	7.00
11	510	Its All Good	J Longworth	.	20.00	14.00	6.00
11	215	Slippery When wet	R Wilcox	.	20.00	15.00	5.00
11	190	Gunsmoke	G Walkerden	.	20.00	11.00	9.00
14	0	Penultimate	R Penn	.	21.00	10.00	11.00
15	7265	Farrthers Toy	D Cooper	.	30.00	13.00	17.00C
16	202	Aroo	R Parker	.	31.00	17.00	14.00
17	65	Impulse	b Hobbs	.	32.00	19.00	13.00
18	752	Farr n Beyond	H Peters	.	34.00	17.00U	17.00C
19	5	Ssora	M Whittle	.	35.00	16.00	19.00Q
20	88	Atanos	P Sparkes	.	37.00	18.00	19.00F

## Just Cruising

Next weekend 6<sup>th</sup> and 7<sup>th</sup> of March Dougie's Hawkesbury cruise sets off from Parsley Bay at 10.00am sharp. I am sure this is going to be a great way to start off the Autumn cruising season.

From here until June we have a bag and a half of cruising activities for all to enjoy.

<b>March 6th &amp; 7th</b>	<b>Hawkesbury Motor Cruise</b>	Hawkesbury	Doug
<b>April 2nd to the 5th</b>	<b>Easter At The Myalls</b>	Myall Lakes	Graeme & Heidi
<b>April 22nd to May 3rd</b>	<b>Bay to Bay</b>	Fraser Island	Phillip & Kim
<b>April 24th &amp; 25th</b>	<b>ANZAC Weekend</b>	Wangi RSL	Graeme & Heidi
<b>May 15th &amp; 16th</b>	<b>Doing It Ezy</b>	Lake Macquarie	David & Joan
<b>June 5th to 7th</b>	<b>Queens Birthday Bash</b>	Lake Macquarie	Graeme & Heidi

### Easter At the Myalls

The next cruise after Doug's is the traditional NHTYA Easter at the Myalls with a 'Naughty Bunny' theme.



Meeting up at Shelly's Beach on Good Friday afternoon, join us for Hot Cross Buns and tea or coffee. From there we will decide whether to stay at Shelly's for the night or move to a more weather friendly location. From there we will explore the top lake. We hope that those who attend will share their special locations with us.

Saturday will be spent enjoying the sun and pristine waters. Saturday evening bring along your BBQ's, Magmas or Cobb Cookers with the idea of having a communal feast. If a few bring the meats (please no rabbit) and others bring the potatoes and vegies or desserts it will be a memorable occasion. We can nut out the details at the next meeting or race weekend. Attendees must be in 'Naughty Bunny' attire!

Sunday morning, join the Easter egg hunt to discover what the bunny has brought to the NHYTA 'Naughty Bunnies'. We hope get in a game of beach cricket Sunday afternoon.

The rest of the long weekend can be spent relaxing and going with the flow. Hope to see you all there – its gunna be good !

What to bring – everything !

Cheers,  
Singo.

# “Dougjie’s Look Sea Motor Cruise”

“Sailing ain’t for sissies”.

March 6th and 7th on the Hawkesbury!

[http://www.maritime.nsw.gov.au/docs/maps/lhawkesr\\_front.pdf](http://www.maritime.nsw.gov.au/docs/maps/lhawkesr_front.pdf)

## A Sunday Afternoon Adventure

One does not like exposing ones self in incidents like this.....but.....there are lessons to be learnt and structural and maintenance aspects we should all consider.

Oooops.....that’s not the way to park the yacht after 3 days on Brisbane Waters with the grandchildren. Now what happened here and what lessons to be learnt. Steep downhill hair pin bend, not a curve, a sharp 180° bend, approached at 20km/h in second gear and engine exhaust brake on. (Second gear in the truck is equivalent to first gear in a car and only gets to 30km/h with the engine at full revs.). Could see the uphill traffic lane over the road edge and there is a convex mirror on the hair pin apex that is used by the school bus. No other vehicles in sight coming up the hill or behind me going down.

Therefore I went out to the wrong side of the road before the bend, foot on the brake pedal, and back to 15km/h entering the bend, arrived at the apex with the truck in my correct lane and tracked around the bend with the truck’s outside wheels on the centreline. Half way round all was going sweetly. At three quarters of the way through the bend and starting to point down hill, the truck’s rear wheels were starting to be pushed sideways out into the uphill lane, full opposite lock, as in the photo, could not correct the situation and a graceful pirouette to that position in the photo resulted.....bummer.....and other expletives.



It is pointless blaming the light rain that was falling, or the wet road, or as Snr Constable Russell pointed, out the smooth round river gravel that made up the road surface on which the policeman’s rubber soled boots slipped quite freely.

Another of life's experiences, no other vehicles involved, no injuries (except to my pride) and thus ends 23 years of towing Penultimate without incident.

- When the truck was at 90 degrees to the trailer centreline, the trailer brake vacuum unit must have engaged the truck's LH rear step causing the trailer draw bar to bend.
- Once the draw bar was bent, the trailer brake cables went slack and the trailer brakes were released.
- The trailer stem post was then on the side of the yacht's bow, it gouged a hole in the port side of the bow and the winch cable bent the "U" bolt in the bow.
- The only reason the boat did not launch off the trailer and career downhill was the restraint effected by the one 12mm chain inside that white rubber hose leading up to a second "U" bolt in the bow. The second chain on the starboard side was totally slack because the truck had pushed the yacht sideways off centreline. I added those chains about 20 years ago. The webbing tie down straps probably helped also.
- The winch cable was assisting to restrain the yacht but the "U" bolt in the bow was close to breaking because of the out of sight pitting corrosion.



Aspects that are worth considering:-

1. Cable operated brakes are useless once the draw bar is bent, even a small amount.
2. Electric over hydraulic brakes would give greater security provided the brake tubing does not rupture.
3. Once the stem post has been damaged and removed from its correct location it is good insurance to have a secondary means of restraint, such as chains wire or large rope. (One could picture their yacht launching into the rear of the tow vehicle in a "straight on" abrupt stopping accident which could overwhelm the stem post's strength.)
4. I wonder how long it would be before that corroded U bolt was going to fail in normal use? Once the external staining appears we need to take action. I have some work ahead of me on other through hull stainless steel fittings.

I must make reference to Clubmarine Insurance who after one phone call on Sunday promptly had two tilt tray tow vehicles on site, recovered the trailer/yacht combination, brought it to Newcastle Monday and had a Sydney based assessor view the damage on Tuesday.

Oh yes...we ended up with four tilt tray tow vehicles on site.....but that is another story.

How did they untangle the mess?

1. My trailer was chained to the Armco guard rails to prevent it rolling down hill.
2. Top tow truck (B) connected his winch cable onto the front of my truck.
3. Down hill tow truck (A) set his tilt tray under my trailer's bent draw bar.
4. My trailer safety chains were disconnected and the ball coupling locking system tripped. The top photo was taken at this moment
5. Truck A lifted my trailer to separate the ball coupling from my truck.
6. Truck B winched my truck uphill and out of the "yacht's jaws".
7. My truck started and removed from site basically without a scratch.
8. Truck B's winch cable then attached to my trailer & the Armco anchor chains removed.
9. Truck A's winch pulled the disgraced trailer/yacht combination onto his tray while Truck B payed his winch out slowly.
10. Jack knife happened at 2.00pm and the above procedure, and paperwork, completed at 5.00pm.
11. Road was closed for the duration as both lanes were blocked.

I have to thank club members Derek Tracey and Phillip Sparkes for their advice and support immediately after this event.

John Jarvie is repairing the hull and Felk Trailers the bent draw bar

Penultimate - NHTYA

## The Last Weekend Of Summer



We took the opportunity to spend the last weekend of Summer on Lake Macquarie seeing we can't make it to Doug's cruise. The weather was spectacular adding to the scenery. We left Styles Point around 11 am and took advantage of the light North Westery and hoisted the 'Naughty Sail'. Having an autohelm makes life easy especially setting up the spinnaker. We enjoyed the kite run for 15 minutes until the wind swung 115 degrees.

We continued south down to the refurbished Gwandalan Bowls Club for lunch. The new deck and furnishings are a great improvement. As always the food there is great.

After lunch we headed North up to Croudace Bay. The breeze freshened and white caps formed on the lake. I enjoyed sailing up while Heidi had a sleep below. I forgot about her and threw in a tack... afterwards Heidi commented that she knew why the aft berth walls were carpeted because she ended up there while I was sailing at 35 degrees.

We tied up at Valentine Bowls club. Across the Barefoot was at anchor while Shane and Taylor at the Park. DB and her crew came sundowners. The kids demolished the food

After dinner we decided to leave the jetty to loud foul mouthed stink boater. We ended up Croudice Bay and settled in for a peaceful



Bay Dancing entertained Page over for platter in no time.

get away from a anchoring in night.

The next morning Shane suggested trying out the new waterfront

café at Toronto baths. The lake was like a sheet of glass.

After breakie and a play in the park we parted ways with DB and headed over to the Sandflats for a swim. The channel is very narrow while the dredging is taking place and it was interesting seeing the sights as we pushed into the incoming tide \ tsunami surge.

We had a great morning there in the shallows. Ben enjoyed riding the tide.



We are very fortunate to have Lake Macquarie as our home base.



This trailer sailing stuff is terrible !



## Happy Birthday to

21 Mar

Graeme Booker

31 Mar

Robin Quirk

28 Mar

Hans Heck

## Motor Upgrade For Cloud Walking

The 20 year old Mariner 2-stroke that came with the boat finally let us down big time at the ramp when it took about 45 minutes to get the damn thing started. We limped around the corner to the jetty and she hasn't fired since. Terry turned round and stated that she was not getting back on the boat until we had a new outboard. My hands were tied, what could I do? A week later a nice brand new Tohatsu 9.8hp 4-stroke arrived home in the back of the truck.

I still have the Mariner, I hope to repair it and hopefully learn a thing or two about the infernal (sic) combustion engine, and maybe even recoup a dollar or two if I can sell it. For now, however, the task was to get the new motor to fit inside the Lidgard's well.

I received much advice, good, bad and indifferent about the pros and cons of a transom mounted outboard or one in a well. Ironically some of this advice was still coming after the deposit for a new short-shaft had been paid. Despite losing the ability to steer with the outboard when hung on the transom and being able to thrust the stern sideways, the decision was made to persist with the well. I realize that I must learn and develop some new handling techniques but there are some features of the well which I find very beneficial. The motor and its controls are right there with you, not hung a couple of foot off the back of the boat. The central design of the Lidgard well means that by putting the helm hard over, I can use the motor to thrust against the rudder and turn the boat around almost in a boat length. Granted in reverse she's a bit more of a challenge but we are learning to cope with these limitations. The well is neat and tidy, out of the way and the motor stays there, can't say I miss lifting the motor on and off the transom like before.

The Tohatsu was selected for several reasons. One was the price, it's about as cheap or cheaper than the rest. Another was the weight, Tohatsu's come in 6 to 10 kilos lighter than the other big brands.. As the motor is in a well a 4-stroke, being quieter and having less vibration was desirable. Another important but seemingly trivial consideration was the side mounted tiller handle, being able to fold back against the power head. Some of the outboards with front mounted tillers had no chance of fitting in the well. The Tohatsu seemed to have many desirable features and have a decent chance of fitting.

Anyway, to cut a long story short, it came close but I still needed to modify some aspects of the well. Such is progress, or should I say digress!

Basically two modifications were required to make the motor seem as if it had always belonged there. Firstly the power-head, being 4-stroke, is considerably larger than the old motor. As such the cover for the power head in the stored position was not big enough. Rather than stuff around trying to enlarge the lid a new one was made from scratch. This proved to be an interesting exercise involving about 30 minutes of manufacturing and about 3 weeks of gluing, sealing and painting. Such are the joys of timber boats.

The second modification was the plug that blocks off the hole in the hull when the motor is tilted and through which the leg passes when down. This plug is held in position and prevented from being washed away the weight of the leg on top. The old motor used to rest on a special block and was held in place by a simple rope and jam cleat. The new leg finished some 2 to 3 inches higher than the old one and the plug needed to be modified. I can't speak for other motor wells but with the Lidgard the motor itself doesn't tilt but is mounted on a 'transom' board that tilts. The Tohatsu doesn't tilt in neutral but only when in forward gear and this actually proved to be of benefit. I made a hinged board that comes up under the leg and is held against the leg by the same rope system re-routed to the stern. This system has the added benefit of



clipping onto the plug itself so there is less chance of it going swimming on its own. The hinged board is pulled hard against the motor leg, the leg can't tilt unless in forward gear and so the plug is forced into position in the hull. So far so good, it hasn't come out by accident yet.



A couple of other changes that may be of interest. To improve manoeuvrability I extended the gear shift lever out of the well to facilitate changing gears. I thought I wanted to avoid searching around inside the well for a gear shift in the heat of the moment. I also



invested in a new low pitch 4 bladed prop. This thing has excellent thrust in reverse and hauls the boat up from 2-3 knots in about a boat length or two. On the flip side it doesn't facilitate the motor exhausting through the prop and we tend to have exhaust fumes hanging around the well. This is only a problem in light following breezes and it's at times like these that I think it good time that Terry get some steering practice!

## Fraser Island

By Phillip and Kim, Atanos

We are going north the GREAT SANDY STRAITS in a couple of months and wanted to know if there is any other members who would also like to attend Starting and finishing at Harvey Bay and following is a ruffff itinerary

- Friday 23<sup>rd</sup> April : Launch
- Head north staying in the famous Coongul and Wathumba Creeks weather permitting
- Wednesday 28<sup>th</sup> April : Head south for Tin Can Bay
- Saturday 1<sup>st</sup> May : Bay to Bay Yacht Race (for those that want to race)
- Monday 3<sup>rd</sup> May : Retrieve and start the trip home

If you have always wanted to do this bit of water and wanted to do it in company plan things now and ask questions. We already have 2 starters and 2 more maybes

Phil 0414223654

## Teenage Angst

Recently, when I went to McDonald's I saw on the menu that you could have an order of 6, 9 or 12 Chicken McNuggets. I asked for a half dozen nuggets.

'We don't have half dozen nuggets,' said the teenager at the counter.

'You don't?' I replied.

'We only have six, nine, or twelve,' was the reply.

'So I can't order a half dozen nuggets, but I can order six?'

'That's right.'

So I shook my head and ordered six McNuggets



I was checking out at the local Coles with just a few items and the lady behind me put her things on the belt close to mine. I picked up one of those 'dividers' that they keep by the cash register and placed it between our things so they wouldn't get mixed.

After the girl had scanned all of my items, she picked up the 'divider', looking it all over for the bar code so she could scan it.

Not finding the bar code, she said to me, 'Do you know how much this is?'

I said to her 'I've changed my mind; I don't think I'll buy that today.'

She said 'OK,' and I paid her for the things and left.

She had no clue to what had just happened.

## For Sale "Arctic Tern"

Farr 6000  
Methodically maintained and in excellent condition  
Includes;  
8 HP Mercury outboard 2007  
4 sails  
2 deep cycle batteries solar power / outboard charged

Engel refrigeration  
Wind instruments and chart plotter  
Depth sounder  
Electric keel winch  
Boat and trailer registered and ready to go.



**\$23,000**

**For more information  
Call Andrew Hall  
0249 576 789  
0422 873 394**

## Programs for 2010

Program 2010							
Date			Activity		Location	Cruise Leader	Points
Sat-Sun	6-7	March	Cruise	Dougie's Hawkesbury			2
	13-14	March					
Tuesday	16	March		General Meeting	Newcastle Cruising YC	Kim Sparkes Ph 0415 316000	
Sat-Sun	20-21	March	Race 3-4		Styles Point	Graham Walkerden Ph 4950 4437	2
	27-28	March					
Sat-Sun	2-5	April	Cruise ////	Easter	Myall Lakes	<b>Looking for volunteers</b>	2
	10-11	April					
	17-18	April					
Tuesday	20	April		General Meeting	Newcastle Cruising YC	Kim Sparkes Ph 0415 316000	
Sat-Sun	24-26	April	Cruise ////	Anzac weekend		<b>Looking for volunteers</b>	2
	26	April					
Sat-Sun	1-2	May	Race 5-6		F-Jetty	Graham Walkerden Ph 4950 4437	2
			Race ////	Bay to Bay Race	Harvey Bay	Phillip Sparkes Ph 0414 223654	2
	8-9	May		Mothers Day			
Sat-Sun	15-16	May	Cruise		Lake Macquarie	David Hutchings 0400 753 780	2
Tuesday	18	May		AGM Meeting	Club Macquarie	Kim Sparkes Ph 0415 316000	
	22-23	May					
Sat-Sun	29-30	May	Race 7-8		F-Jetty	Graham Walkerden Ph 4950 4437	2
	5-6	June					
Sat-Sun	12-14	June	Cruise ////	NHTYA & TSCOM Queen's Birthday	Lake Macquarie	Graeme Vivian Ph 0410 329950	2
			Race ////	Keepit Kool	Lake Keepit	Greg Searles Ph 0409 243926	2
Tuesday	15	June		General Meeting	Club Macquarie		
	19-20	June					
	26-27	June		Presentation Night		Greg Searles Ph 0409 243926	
	3-4	July	Xmas in				
	10-11	July					
Sat-Sun	17-18	July	On shore				2
Tuesday	20	July		General Meeting	Club Macquarie		
	24-25	July					
Sat-Sun	30-1	July/August	Rego day	1 <sup>st</sup> August			
Sat-Sun	7-8	August	Race 1-2		F-Jetty	Graham Walkerden Ph 4950 4437	2
	14-15	August					
Tuesday	17	August		General Meeting	Club Macquarie		
Sat-Sun	21-22	August	Cruise				2
	28-29	August					
Sat-Sun	4-5	September	Race 3-4	Father's Day	F-Jetty	Graham Walkerden Ph 4950 4437	2
	11-12	September					
Sat-Sun	18-19	September	Cruise				2
Tuesday	21	September		General Meeting	Club Macquarie		
	25-26	September					
Sat-Sun	2-4	October	Race ////	Labour Day Weekend	3 & 6 Hr Races	Graham Walkerden Ph 4950 4437	2
	9-10	October					

Sat-Sun	16-17	October	Race 5-6		Styles Point	Graham Walkerden Ph 4950 4437	2
Tuesday	19	October		General Meeting	Club Macquarie		
	23-24	October					
Sat-Sun	30-31	October	Cruise				2
	6-7	November					
Sat-Sun	13-14	November	Race 7-8		Styles Point	Graham Walkerden Ph 4950 4437	2
Tuesday	16	November		General Meeting	Club Macquarie		
	20-21	November	Cruise	Lake Illawara Cruise \ Regatta			
Sat-Sun	27-28	November	Cruise				2
	4-5	December					
Sat-Sun	11-12	December	Xmas get- together				
	18-19	December					
	25-26	December					
Sat-Sun	31-1	Dec 2010 Jan 2011	Cruise ////	New Years Eve			2

## **SAILING INSTRUCTIONS**

### **Autumn 2010**

#### **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** 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 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>	
13 February	Race 1	14 February	Race 2
20 March	Race 3	21 March	Race 4
1 May	Race 5	2 May	Race 6
29 May	Race 7	30 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** A cancelled race may be rescheduled to a designated Sunday after the series

#### **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 1and 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 points, 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 then 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, \$25.00 per season or \$10.00 per race before points will be allocated or medals are given.

## **15. 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 an equivalent certificate issued by another club, completed prior to competing in any race. New members shall have three races to initiate the 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 class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer 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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 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 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

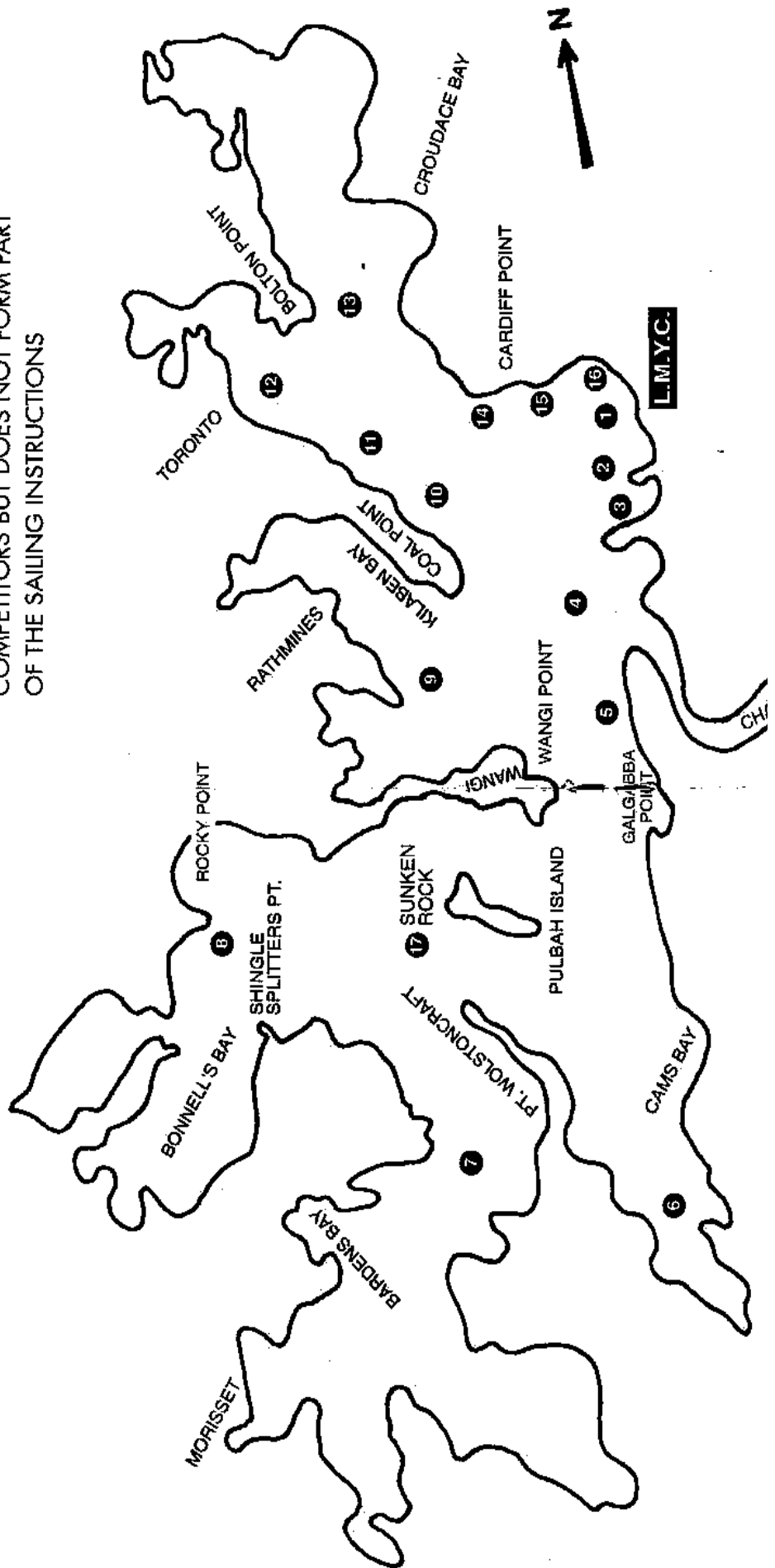
APPROXIMATE BUOY POSITIONS FOR THE LAKEMACQUARIE YACHT CLUB COURSES

- 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



**ENTRY FORM**

**NHTYA Autumn 2010**

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

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

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

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

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

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

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

Series            \$25.00

1 Race            \$10.00

**Insurance:** Each participating boat shall be insured with a valid third-party liability insurance 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.

**Note:** Competitors participate in this event entirely at their own risk. See Rule 4, Decision to Race. The Newcastle Hunter Trailer 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: \_\_\_\_\_