

CATALINA FLEET NEWS

July 2012



On-shore cruise at Dougies



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

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	Or Direct Deposit to BSB 650000 - Account No. 962889402 – Account Name NHTYA – Please use your name in the reference

General Meeting Notice

Notice is hereby given of a General Meeting of the Newcastle and Hunter Trailer Yacht Association to be held on
Tuesday 17th July 2012 at Club Macquarie.

Deadline for content for the next Newsletter: 1 August 2012

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DISCLAIMER

Nothing in the publication is, or is to be taken as advice, and, except for authorised statements, any other statements or opinion is that of the contributor or advertiser and not the Newcastle and Hunter Trailer yacht Association (NHTYA). The NHTYA its officers and members expressly disclaim any liability to any person for anything done or omitted to be done in reliance upon anything contained in this publication

Commodore's Report

I welcome you to the July edition of Catalina Fleet News. It is with sadness I have to inform you of the passing away of one of our long term members, Eric Waddingham. Eric passed away late last week [5 July 2012] after a long battle with illness. Our thoughts are with Jan and the family at this time.

The club's Presentation Night was again a very successful event with a good roll up of members to support the night and congratulate the award winners. See the report elsewhere in this newsletter.

The July Onshore Cruise at 'Claymore', Doug Stanfield's property was also well supported this year with clear skies and cool nights and a great campfire! See Doug's report in this newsletter.

Finally, our calendar of events is up and running with a great line up of races and cruises again planned for this spring and summer.

See you all on the water!

Hart

General Meeting Held at Club Macquarie

Tuesday 19th June 2012

Meeting opened at 1915hrs

Commodore: Hart Peters. Welcome all for coming. We have a new face "Art" Adriana who has a 5.8 Dancer Trailer Yacht. Welcome.

Attendance: As per Attendance Book

Apologies: Hans & Anita, Bronwyn, Wendy, Jan & Eric.

19th June 2012 Resolved. The Minutes of the General Meeting held at the Club Macquarie on 15th May 2012 (as printed in the June Catalina Fleet News) be adopted.

Proposed: Derek

Seconded: Stan

Matters arising from the Minutes.

At the last Meeting it was proposed by Doug that a letter be sent to Bede regarding their Retirement from the Myall Lakes. This was not acted on and will be done this month.

Correspondence:

Inwards: Sonata Notes June/July 2012

Bilgewater June 2012

Goolwa Regatta Yacht Club for 27th January 2012

Newcastle Building Bank Statement – May

Trybooking.com re streamline registration process

Sails Magazine June/July 2012

Cheque Book

Outwards: Nil

Business Arising from the Correspondence - Nil

Reports

Treasurer

Income: \$487.65

Expenditure: \$317.30

Balance \$1,556.81

ING Balance \$4,936.58

19th June 2012 Resolved - That the Treasurers Report be accepted

Proposed: Phillip Sparkes

Seconded: Kevin Newman

Race Organiser

No racing. Arnold is thinking of some new courses.

Cruise Organiser

Last Cruise Kim cooked dinner for 10 people on Saturday evening.

Weather on Sunday and Monday was awful.

Douglas Stanfield has offered the members to enjoy his hospitality at Boolambayte.

Doug will do a Hawkesbury River cruise sometime.

Membership: Nil

Aquatic Services:

Swansea Channel west from bridge is getting a new jetty.

Cockle Creek pipe has been cleared away but you can still only go as far as the bridge.

General Business

Presentation Night 30th June, we have 29 people so far for the dinner.

Ray and Hart are going into hospital for operations over the next month.

Hart and Pam are back from overseas.

Barry and Kathy White are back from overseas.

Barbara and Bernard are away for 3 months up north where the weather is warmer.

Ralph has googled Lake Macquarie and has identified the buoys that we use and transposed them onto a new map for all.

Derek has offered to print and laminate these maps. Reference re Cardinal Buoys, we do not use as rounding buoys.

Registration Day will be on the 1st and 2nd days of these races. 18th and 19th August. Hart will check out the yachts.

Committee to meet on 10th July for discussion of fees and the calendar.

Meeting closed at 1950hrs



Eric John Waddingham

31 October 1932 – 5 July 2012-07-11

Eric's service was held at Palmdale, Ourimbah on Tuesday 10th July. My thanks and appreciation goes out to all the club members past and present who were there to farewell Eric and support Jan and her family. And also, to the members who could not attend but sent condolences and messages of love and sympathy.

Eric was born in Launceston on the Tamar River and it's there his love of the water and sailing began. His first boat I believe was a canoe with a jury

rigged mast made from a fishing pole and a bed sheet taken from his mother's linen cupboard. Eric went on to have many sailing boats and adventures. Many a cruise night Eric delighted in telling us of his adventures and his love of going out and buying just one more boat to work on, but few knew he also had a passion for motor bikes and bike racing. He also loved Australia and travelled to many places during his time.

Eric's son Steve told us that the tally at last count from the Tamar Yacht club, was that Eric was up to boat number 137!!



Farewell Capt'n Eric. May you always have fair winds and clear skies, from us all at NHTYA

NHTYA Trophy List 2012

Club Boat of the Year

“Sail Away” P & K Sparkes

Sparkes Social Trophy

“Wanderer II” N & J Heap

Sonata Cup

“Roller Coaster” D Stanfield

Club Service Award

Ralph Penn

Presidents Bell

Hart Peters

Most Improved Skipper

“Farr Haven” R & E Berry

Myall Cup

“Chablis” G & T Angus

Spring Race Series 2011

1 st	“Penultimate”	R & J Penn
2 nd	“Sail Away”	P & K Sparkes
3 rd	“Blue Moon”	S & W Steele

Autumn Race Series 2012

1 st	“Oranje”	A & J Broekman
2 nd	“Possum”	R & B Parker
3 rd	“Wanderer II”	N & J Heap

Combined Race Series

1 st	“Oranje”	A & J Broekman
2 nd	“Blue Moon”	S & W Steele
3 rd	“Sail Away”	P & K Sparkes

3Hour Race

1 st	“Oranje”	A & J Broekman
2 nd	“Sail Away”	P & K Sparkes
3 rd	“Farrther’s Toy”	D & H Cooper

Club Boat & Social Trophy 2011/2012

End of Year

SURNAME	KNOWN AS	BOAT TYPE	BOAT NAME	CLUB BOAT	SOCIAL cruises only
SPARKES	Phillip & Kim	Sabre 25	Sail Away	31	18
HEAP	Neville & Judy	Sabre 25	Wanderer II	26	14
TRACEY	Derek & Leanne	Delah 34	Calista	23	10
BROEKMAN	Arnold & Jo	Haynes Tramp	Oranje	17	2
PETERS	Hart & Pam	Farr 7500	Farr and beyond	16	10
TINKLER	Graham & Liz	Adams 21	Adamant	12	12
PARKER	Raymond & Bronwyn	Young 7.7	Possum	11	4
STEELE	Stan & Wendy	Farr 6000	Blue Moon	10	0
STANFIELD	Doug	Adams 21	Roller Coaster	10	8
COOPER	David & Hazel	Farr 7500	Farrther's Toy	9	1
PENN	Ralph & Janice	Duncanson 26	Penultimate	9	2
BERRY	Richard and Emma	Farr 6000	Farr Haven	6	0
WHITE	Barry & Kathy	Clifton 7	Binnaway	6	0
COPPOCK	Peter & Jannette	Nolex 25	Knot Home	6	4
STRONG	Chris & Annie	Austral Clubman 8	Recluse	6	6
ROCHE	Paul and Sharon	Sonata 6	The Itch	5	2
MILLS	Tim & S	Sabre 22	Keanu	3	0
NEWMAN	Kevin & Gaylene	Catalina 28	Idle Vice	3	2
ANGUS	Greg & Toni	Sonata 7	Chablis	2	2
HECK	Hans & Anita	Austral Clubman 8	Cross Wind	2	2
WATSON	Malcolm & Betsy	Sonata 7	Windsong	2	2
JANKOWIAK	Bernd & Barbara	Gazelle 26	Blew By U	1	1

Race 8 Autumn Series -2012 report

What a difference a day makes for Blue Moon

A bit more wind than yesterday. We needed to get a clear air start to carry the ballast (me) we have. We started too far down the line and had to pinch up to clear Coal Point. This slowed us down a bit until we got a nice lift to Marks Point. Farr Haven and Keanu were smarter and started further up the line; they made us work to get to the point before them.

This was in stark contrast to yesterday where, when running 3rd, Blue Moon spat the dummy, then turned around to face the rest of the fleet catching up on her. Sail Away brazenly slipped past us closer to Coal Point and was not to be seen again. My crew, Peter, got totally exasperated and muttered "I don't like sailing any more" (he didn't mean it). I found out the reason we were so frustrated towards the end of race 7, when I got home to wash the boat. Some Marlin fishermen had caught us on the way to Marks Point on Saturday; they wanted us to stop so they could retrieve their expensive tackle. Their rod was whipping around like a wild thing; I told them to speed up and go around in front us from the port side to clear their line which was caught on the keel. This they did and all was well thereafter I thought. When I got home on Sunday I found all sorts expensive stuff attached to a long trailing line. Well that's my fishing story that anchored us to the weed on Saturday.

All was going well until it was time for me to find the Coon Island mark. I couldn't see it so we tacked along the edges of the shallows looking expectantly along the south east sector; and then it appeared, on the south west sector. After all this time I still don't have landmarks in my head alerting me to where all the marks are. No harm done; the multi-tacking strategy paid off and stopped us taking the long way round. Blue Moon was enjoying the few more knots of wind than yesterday. We were able to sight the remaining marks and plotted the short course around them.

I gave the tiller to John while we were running square so I could use my considerable ballast up front to get our tail in the air to stay ahead of Oranje on the way home from Fishing Point. We were over the line first by a few minutes. We went back to Styles Point to retrieve the boat. It was not until Arnold appeared with the 1st Place Medal that we knew just how well Blue Moon sailed.

Stan, Peter and John.

PS My wife Wendy had this to say;
The report I wanted Stan to write was simply this;

"I was so far in front of all of you that I didn't see what went on."

but he wouldn't because he's too modest.
Signed: Wendy"



A new Towing Hitch

I came across this item on the internet may not really suitable for a boat but for a caravan or any other trailer looks good

The Tilt-A-Hitch allows you to use your jockey wheel to safely and easily tilt your trailer to any desired angle while safely secured

No more getting your trolley jack out to dangerously raise the rear of your tow vehicle trying to get the correct angle to clear exhausts and other under body parts or your ride.

It makes loading, unloading and towing faster, easier and safer! It turns your trailer into a tilting trailer!

<http://www.tiltahitch.com.au/>

Spring Cruise 1-2nd September

Spring has come and it's time to join in the Cruise on Lake Macquarie.

Saturday 1st September: Launch at Styles Point, Rathmines. We will depart at 1100hours with a sail to Murrays for lunch.

After a nap we will sail to Summerland Point, into Frying Pan Bay for overnight.

(Notice Pelican Point where there is a rock) We will moor on the Southern side of Frying Pan Bay. There are BBQs, toilets and water. Shops are near for anything you might have forgotten.

Sunday 2nd September. Walk along Summerland Bay foreshore before sailing at 1100hours to Wangi Point for lunch. If the weather is coming from the South we will lunch on Pulbah Island North Side.

If you wish to join us please phone Dave or Hazel on Farrther's Toy
Phone No 49751793 or mobile 0418970357

No, rain really !

On-shore Cruise

It bucketed down at various constant intervals, right up to the big event at Dougie's Joint 7 & 8th July, 2012. 16mm plus.

Friday, I was to go down the paddocks and get wind blown branches for a fire 4 Sat nite. No Go Jo, cos it was to wet. A bogged tractor don't en-hance me or me paddock. May bee Saturday early ... I 'ope.



Lovely to get phone calls, lettin me know who's coming. Thanks "Christopher & Annie", "Hazel n David". I was told @ presentation nite "Nev & Judy" would be caravaning and "Hans and Anita". Commodore "Hart" but no lovely "Pam"? I miss you "Pam". Even my scurvy mutineous crew said may bee? So I made 'Roller Coaster' suitable 4 an overnite if Ness 4 any bodys who needs a warm dry peaceful bunk.

Saturday got to get my paper, check

up the Chooks A Lady is stewing 4 me to pick up @ 1:30pm. I was woke up @ 8 am by "Graham Tinkler", re if its on ... sleepy I said yer but I didn't know who I was talking to, Kay Sir Rah.

I'm well into the 'Sydney Moaning Herald' when in drives "Nev & Judy" next to arrive "Phill & Kim" so they sea-lects



suitable places, then "Christopher & Annie" cos by now "Phill" has his c-van parked and tarps hung up around the hey shed, it looks snug and no rain, it's a lovely day.

Next to arrive was "David & Hazel" then "Hans & Anita", the place sure is jumping, next arrival was "James, Libby, their daughter Hannah and my special young man "Angus" (born my B/day), and of corse their Jack Russell pup. Lovely it was to, last to arrive "Graham Tinkler" & "Commodore Hart". We are complete.



"Neville" and I went bush with tractor and chain saw and came back with 2 carry all loaded with fire wood 4 to nite – no that afternoon. James saw wood and wot does wood do? Burn, he sure activates the matches into a small hot in-fern-oh. As it went all nite till next day.

Over my sailing years I've made friends with lotsa "Grottie Yotties" as "The Strawberry Fields Oar-Kestara" with Greg on Git-tar, vocals with the lovely talented "Narelle" (Gregs wife) and "Wendy" on violin. Enter-tained us with their music for hours, thanks "Greg Narelle & Wendy" you did

well we all enjoyed it. Cos food was fab-you-lessly in plentiful supply and lotsa variety. I had 2 of everything no body went hungry 4 sure and knot to much left over, top job "Kim" and you ladies, us blokes thank you all.

After the oar-kestara left we all adjourned to the fire which "James and Neville" kept constantly stoaked up, lovely and warm we was, till 10 pm as some dispenses to our sleeping places [after 1am for some] quite contented with all our effort and the whether held, no rain only sun.



Sunday dawned fine, cool and still – lovely and I'm 1st up. Good, all is well with the campers and I makes breky – porridge, drugs and orange then they e-merged. Breky was a noisey bacon eggs affair which all had fun de-vouring. I thought a walk would be nice so I klomped em to the follow flooded gum to inspect. Only fitted 5 in this time, its growing flooded gum life very large.

Back at nerve centre "Nev" wants some scrub so I gets "OS" the Tractor and we go and get heaps + cow cakes. Judy would not let him carry em in C'van, on ya Judy. Into the Land Cruiser they went easy.

Well by now most have dis-persed to go home, the tarps come down, the tables stacked away and I'm back to normal, bouy I'll miss this mob to nite 4 sure. It was a success made by those who turned up and the oar-kestara was tops. The food the best, cos there was lots of it and the camp fire the best I've had in a long while.

Next event will a cruise on Cowan Creek, Castle Lagoon, Smith Creeks. 1, 2 ½ 3 bays and way down to the bottom a fresh water garbage dump. I'll try to fit in lunch @ "Patonga" but whether dick tates that top des-tin-ation it's in November I'm told, So.

C Ya Later and Have Fun

Douglas Stanfield



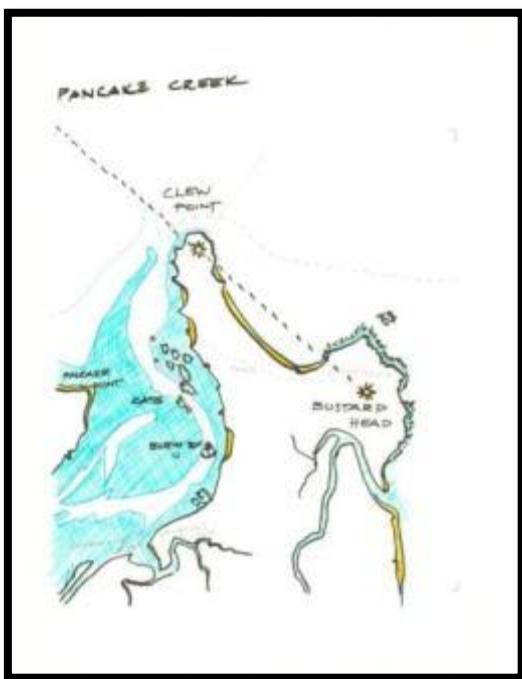
Anchoring in Pancake Creek

By Bernd Jankowiak.

When cruising Queensland waters, especially the Whitsunday Is, it's a good idea to take extra anchor chain with you. Not so much for the weight and security this chain contributes to your night's rest, but rather to prevent the coral chewing up your rope.

However, cruising Great Keppel Island on the other hand means anchoring in sand and I was tempted to leave all that heavy chain at home.

Barbara and I wanted to cruise Great Keppel Is – but not by any old approach, like launching at Roslyn Bay for example and sailing the 7.6 odd nautical miles across. No, we wanted to launch at Gladstone and sail the inside passage known as the Narrows. The Narrows dry out at low tide, dry enough to walk cattle to Curtis Is. on the other side. So it is a good idea to pick the right tide, even with a trailer



sailor, as it is a fair distance.

As it turned out, when we launched our Gazelle at Boyne River near Gladstone, the daytime high tides were wrong – it would take a week before the depth was right. We decided to sail the other way and check out Pancake Creek instead.

After (four) hours of motor sailing in sparkling sunshine and almost calm conditions - following leads, dodging piles and rocky outcrops (Seal Rocks), we arrived at Clew Point which sports a navigation light and lies to the left of the all-tide entrance to Pancake Creek. Beyond, and on the same headland, stands the lighthouse of Bustard Head. Approaching from the northwest, as we did, it is important to keep these lights in line, as there are some off-lying rocks to startle the unwary. From a little beach on the left, once through the entrance, a track climbs up to the lighthouse, but low tide reveals large flats of coral debris intersected by outcrops of oyster-encrusted rocks, leaving the little beach high and dry. To the right of the entrance, hiding behind breaking waves,

stretches a 2 km long sandy spit, which protects the equally sandy-bottomed lagoon and the outer anchorage of the creek.

We followed two red port markers across the lagoon and picking up leads on the shore which guided us through a red and green poled "gate", we entered the "inner" creek and found a snug place at another beach - but decided to anchor opposite, in the deeper water. We had our inflatable with us and swinging at anchor meant no worries about the current and the up and down of the tide had we moored in our usual, stern-to-the-beach, way.

Later in the afternoon more yachts entered the creek until there were quite an assortment of sloops, schooners and cats. A 30-knot wind from the south-east coming in during the night didn't



bother us at all. Nearly all yachts stayed over the next few days and we soon got to know most of their people. We used the inflatable to get around. Just to the south of us, at the mouth of a creek (Chinaman's Creek) was a collection of rusty, corrugated iron shacks, dozing in the heat, with the odd wrecks of cars rusting under trees – a crabber's camp

and a spooky place in the light of rumours that two fishery inspectors had failed to come back from this area. The next day we climbed the track up to the lighthouse in company with the crews of some of the other yachts. It was a beautiful sunny morning. We motored the inflatable to the little beach where the track started and joined the others. Remarkably, a lot of the original traverse logs the track was made of, were still in place.

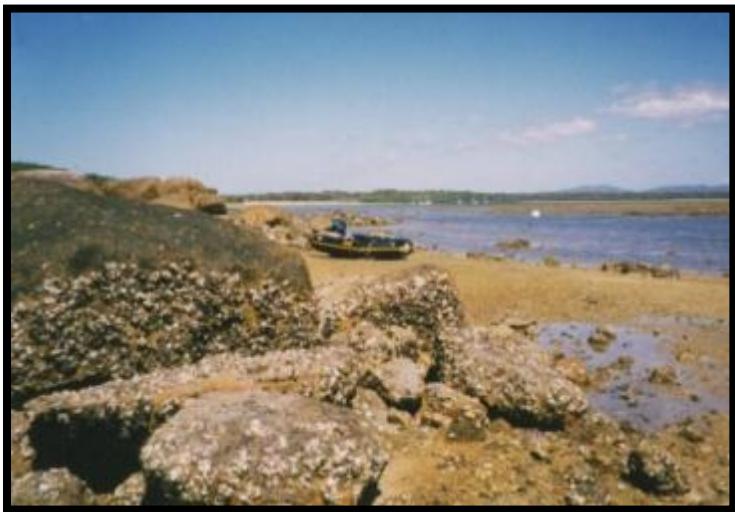


Also remarkable was that Bustard Head Light House only had a single electric wire looping up to it. How the empty keeper's cottages got their power I couldn't tell; but there they were - enjoying a marvellous view, completely vandalized – the stainless steel gutters torn down and the fibro walls smashed full of holes. There also was a little fenced in cemetery, where some headstones told of members of a lighthouse keeper's family being drowned when their boat capsized on the way across the estuary. One of them was a little 3-year-old girl. This was hard to visualize on a lazy morning

like this.

Back down at the beach, the tide had run out - seemingly for miles, exposing flats of rubble. Of course, the inflatable was high and dry, but no problem - didn't I have wheels on the transom for just this sort of situation? I encouraged Barby, who disliked walking on such a slimy, irregular surface, to walk along the high water line. However, taking the more direct route, I hadn't reckoned with the many hidden, wheel-sized potholes. Virtually with every step forward, I had to go back to lift the wheels out of a hole. With the sun steam-cooking the marine life, I started to melt too and when I saw a dinghy coming from one of the yachts to pick Barby up, I tied the inflatable to an oyster encrusted rock, made my way to the water's edge and waited my turn. Kim, a naval architect, who, with his wife Annette, had overlanded his yacht all the way from W.A. to the east coast, told me that our boat, the Blew By U, had dragged anchor and had fetched up on the beach. Dragged anchor?! Yes, and they had been over, but were unsure of how to retract the keel and felt it better to leave things as they were, especially as there was no urgency about the situation.

With all that sand around, what had caused the anchor to drag? On a calm day like this? It had held in the windy ones!



After climbing on the deck of the heeling Blew, the first thing was to pull on the anchor line. It was set – but obviously not in the original position. We winched the keel up and John said to radio him when I'd like to collect the inflatable. I motored back to "our" position, still scratching my head.

We stayed in the creek during the next few days, through 30-knot trade winds alternating with calm, sunny conditions. I put another anchor down. This time I used the chain, which I should have done in the first place and we stayed put. But when much later I spoke to Neville Hanson, a friend from Riverheads, it all fell into place. The bottom of Pancake Creek is not sand at all, but tightly packed shell-grit. Neville knew, because he'd dived down. It also explained the worn appearance of the rope

despite the normal 10m of chain that's attached next to the anchor. It seemed obvious then, that the anchor broke out and failed to reset when the tide turned. Why just then? What of all the other times the tide turned 180°? What when it blew from the southeast and we were lying at 90°?

I will never know, and we never did get the Blew to Great Keppel on that trip. (We made it a few years later though). With one 30-knot wind following another, we retrieved and took the ferry across to the Island. Apparently, these winds are a feature of this coast at that time of the year.

Away for 3 months
Blew By U

Boats for Sale

“CROSSWIND” Austral Clubman 8

Sail number 8006, launched 1994. The Clubman is a high-performance trailer sailer with a current boat handicap of 0.805 and is an absolute delight to sail. For more information visit www.australyachts.com.au

This yacht has had a complete refit in 2006 with new windows, interior lining, upholstery, plumbing and wiring. An additional light weight bulkhead has been fitted between the head and the V berth as well as a vanity unit and sink in the toilet area. All sinks are fitted with electric swivel taps fed from a food grade 60L tank under the V berth and there is an inbuilt 12/240V refrigerator.

The mainsail is brand new made by Ray Brown using Dimension Polyant Flex. Headsails are No 2 and No 3 Genoa (laminate) and a spinnaker. The motor is a Honda 9.9hp four stroke 2005.

The 2.5 tonne Mackay trailer has been completely renewed including all running gear, and is fitted with electric hydraulic disc brakes (stainless callipers) on each four wheels.

Also included are: depth sounder and log; lightweight carbon composite rudder; two 100Ah AGM batteries; 60W solar panel; alarm system; electric winch; canvas boat cover; auxiliary motor mount; single-handed mast raising system and single-handed retrieval system.

Asking \$49,000. Contact Hans on 0417 295 311



“PRELUDE” Sonata 7

This is a well presented and maintained SONATA 7 \$17,000

Tohatsu 18hp 2 stroke long shaft. Pop-top cover and Sun awning Sleeps 6 - 2 in V-berth, 2 in back quarter berths and 2 on fold down dinette Marine toilet with holding tank. The separate galley includes a built in ice box, sink and drainer, storage under, and 60lt water bladder 100amp hr heavy duty battery all cabin lights, all navigation lights and switch panel, 27 mgz marine radio (new aerial) Anchor, chain and rope Main- jib x2, spinnaker, Aluminium mast and boom, S/S rigging, Aluminium rudder box with racing rudder 4 deck winches, clutches, V cleats

NSW registered trailer 5/2013, with new hubs and springs in 2010, dress rims with good Tyres, new electric winch

Phone Phillip on 0414223654



Farr 6000

Late model with “pop-top” and near new Yamaha 8hp long shaft outboard.

Sails include main, 2 x furling jibs and a spinnaker.

Trailer in is top condition and registered.

All safety, ground tackle, ropes and general inventory included.

Phone Judy on 0427 743297 or 02 49974792

Selling due to death in family.



(Sister boat shown)

Castle 650

\$12,000 ono

2 main

3 jibs

9hp Yamaha or 9hp Mercury

Reg trailer single axle trailer the boat comes

with all tackle and safety gear and ropes

Phone Bill 0408 688487



Other boats known for sale in the club.

Farr 6000 \$18,000

For more information contact the editor

How to Start a Fight

My wife sat down next to me as I was flipping TV channels.

She asked, “What’s on TV?” I said, “Dust”

And that’s when the fight started.....



Dougies Stop the Press

25/7/2012

“Violet Hill Road” is “Tarred”, yes tarred with the black stoofff.

Well that got your attention,

Ok Ok, yes only 20m each side of the rattly wood bridge @”Waves” joint – but hay, the beginning of the end of the dirt road is in sight (wack oh u buet).

Charlie my “coll-or-rodo” ute was 1st machine to go south, & “itchy feet” the 1st to go north, progress is on us I think?

V Hill Rd is a 3rd/4th gear road, the council part is axe-cept-able, but the n\$\$#@!l parks bit has been graded-and is still full of pots-n –pans

Doug Stanfield
The Lord Mayor of Boolambayte

Equipment Audit Time again

Anyone intending to race with the club must have a current Equipment Audit completed. (or anyone who just wants to get one)

Members that are intending to race in the Spring Series, must have their audit initiated and completed by race 3, The completed form must be handed in to an auditor prior to the start of race 1 or their first race, and have made an arrangement with an auditor to have it completed. Non-compliance could mean that you could not be ineligible to accumulate points and compete in races until you have a valid certification.

It is your responsibility to have your boat audited and keep it valid not the clubs.

The club have Yachting NSW accredited Auditors on hand to help you comply.

Attached to this newsletter is the current (same as last year) Cat 7 audit form, prior to giving it to an auditor you must complete the top part of the 1st page and on page 2 you need to initial the first column against the necessary equipment

The Club and YA also require that all boats have a current insurance policy, please provide a photo copy of your policy at the same time so there are no holdups on issuing your certificate.

Further information contact
Hart Peters on 0404 430 380

NHTYA Program 2012

Date			Activity	Location	Contact and Phone	Pt
Tuesday	17	July	<i>Meeting</i>	Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	18-19	August	<i>Race</i>	1 and 2 F-Jetty	Arnold Broekman 4973 3811	2
Tuesday	21	August	<i>Meeting</i>	Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	1-2	September	<i>Cruise</i>	Dad's Day	Hazel Cooper 4975 1793	2
Sat-Sun	15-16	September	<i>Race</i>	3 and 4 F-Jetty	Arnold Broekman 4973 3811	2
Tuesday	18	September	<i>Meeting</i>	Club Macquarie	Hazel Cooper 4975 1793	
Sat-Mon	29-1	Sept/October	<i>Cruise / Race</i>	Labour Day 3 and 6hr	Styles Point	2
Sat-Sun	13-14	October	<i>Cruise</i>	Port Stephens	Graham Tinkler 4919 0040	2
Tuesday	16	October	<i>Meeting</i>	Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	27-28	October	<i>Race</i>	5 and 6 Styles Point	Arnold Broekman 4973 3811	2
Sat-Sun	10-11	November	<i>Cruise</i>	Hawkesbury River	Doug Stanfield 4997 4792	2
Tuesday	20	November	<i>Meeting</i>	Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	24-25	November	<i>Race</i>	7 and 8 Styles Point	Arnold Broekman 4973 3811	2
Sat-Sun	8-9	December	<i>Christmas</i>			
Sat-Sun	31-1	Dec 2012 Jan 2013	<i>Cruise</i>	New Year's Eve	Myall Lakes	2

These dates can change! So please check your Newsletter closer to the activity.

7.

NAUTICAL ORIGINS OF EVERYDAY EXPRESSIONS

Ride the Storm

To survive by patience and fortitude, as a vessel rides a storm. Impossible to go forward or run before it, the ship lowers or shortens her sail and rides the waves until the storm abates. A vessel also ‘rides’ to her anchor, although this may be because the old-fashioned word for anchor was *roding*, thought to derive from roadstead, the area where craft normally anchored. The expression *let her ride* originates from here and was part of an official order to discharge the crew at the end of the voyage and ‘let the vessel ride’.

Round Robin

A petition popularised by sailors who, fearful that the names at the top of the list might be held as ringleaders, wrote their names in a circle. However, credit for the original idea must go to the officers of the French Government who in complaint wrote their names on the sash or ribbon worn on their tunics. Round is a corruption of the French *rond*; robin a corruption of *ruban* (ribbon).

Shooting a line

A fishing boat *shoots* its nets and lines. There is a probable link with the fact that longlines, used for catching cod, were several miles long and it took hours to bait the many hundreds of hooks. Quiet, undemanding and repetitive work would be conducive to story telling.



NOTICE OF RACE

Spring Series 2012

1 RULES

1.1 The regatta and races will be governed by the rules as defined in NHTYA Sailing Instructions.

1.2 The Prescriptions and Special Regulations of Yachting Australia Inc. will apply

1.3 If there is a conflict between languages the English text will take precedence.

1.4 All races will be non-spinnaker events

1.5 Boats competing will need to be compliant with Yachting Australia Special Regulations Category 7 in Sections 2 to Section 6. The NHTYA also include-additional requirements listed on the Sailing Instructions (Racing rules of sailing Section 4 clause 4.26 All boats shall be able to demonstrate equipment, or a method by which crew may be assisted back on board).

1.6 Each race is required to have a minimum of 4 boats to sign on and start the race. If less than 4, the race will not be part of the race series.

2 ADVERTISING

Advertising will be restricted to Category A

3 ELIGIBILITY AND ENTRY

3.1 The series is open to all NHTYA members and visitors.

4 CLASSIFICATION

The ISAF Sailor Classification Code will apply

5 FEES

5.1 Required fees are as follows: Spring Series \$30 per Series or \$10 per race till \$30 is accrued,

6 RACE SERIES

6.1 The series will consist of 8 races.

7 SCHEDULE

7.1 Registration:-The Day of the Race Prior to Briefing Time

7.2 Dates of racing:

18 th August	Race 1	19 th August	Race 2
15 th September	Race 3	16 th September	Race 4
27 th October	Race 5	28 th October	Race 6
24 th Nov	Race 7	25 th Nov	Race 8
29 th September, 3 hr. race (Separate Regatta)		30 th September, 6 hr. race (Separate Regatta)	

7.3 Number of races:

<i>Division Numbers</i>	<i>Races per day</i>
1 to 3	All 1 per day

7.4 The scheduled time of the warning signal for the race briefing each day is Saturday 11.30am and Sunday 10.30am.

8 MEASUREMENTS

Each boat shall be given a provisional handicap by the club handicap officer. This will be the last Back Calculated Handicap (BCH) for the yacht if raced in an NHTYA race, or, for new members and visitors, the Class Basic Handicap less 5%. The Top Yacht handicap protocol will apply for all subsequent races.

9 SAILING INSTRUCTIONS

9.1 The sailing instructions will be available at the briefing of each race or from the race officer.

10 VENUE

10.1 The races will be conducted on Lake Macquarie in New South Wales.

10.2 The venue will be "F" jetty for races 1 through 4 and Styles Point for races 5 through 8, as well as for the 3 hour and 6 hour races.

11 THE COURSES

11.1 The courses to be sailed will be selected from the club Courses or as determined at the race briefing. (see Addendums A & B in the Sailing Instructions).

12 PENALTY SYSTEM

12.1 The penalties for breaking rules of Part 2, page 25, when boats meet, of the Yachting Australia Racing Rules of Sailing will apply, with provision for a 360 degree turn including one tack and one gybe to any boat that touches a mark of the course

12.2 Decisions of the protest committee will be final as provided in rule 70.4.

13 SCORING (

13.1 The scoring system will be based on personal handicap results using the Top Yacht Club Score software.

13.2 The low point system as described in Clause A4.1 with first place accruing **1 (one)**

A boat that DNF (Did Not Finish)	=Number of Starters in the race plus 1
A boat that DNS (Did Not Start)	=Number of Starters in the race plus 1
A boat that DSQ (Disqualified)	=Number of Starters in the race plus 1
Officer Of the DAY, OOD or DUTY	=Av. of her 4 best scores but not greater than DNF
A boat that DNC (is different and)	=Number of Series Entrants + 1

NOTE:-DNC means Did Not "Sign ON"

DNS means "Signed ON" but did not start in the race

13.3 Any Series Ties to be resolved using clause A8.1.

14 THE START & SUPPORT BOATS

The start will be between an Association buoy and a flag on the start boat, unless otherwise notified at the briefing. Committee Boats will be used as support boats as required.

15 RADIO COMMUNICATION

All boats will monitor 27.88MHz while racing. A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.

16 PRIZES

Prizes will be given as follows:

Medal for 1st 2nd & 3rd places.

Husband and wife trophy:- for the first husband and wife across the line.

Trophies as follows:

Winner of the Spring Series

Winner of the Autumn Series

Winner of the combined Series

17 DISCLAIMER OF LIABILITY

Competitors participate in the regatta and races entirely at their own risk. See rule 4, page 24 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

18 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

19 PERSON IN CHARGE

The person in charge will be a financial member of the Yachting Australia.

20 FURTHER INFORMATION

For further information please contact the Race Organiser, Arnold Broekman on 4973 3811.



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

ENTRY FORM
NHTYA Spring 2012

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.

Copy of insurance attached Yes / No

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 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 2009-2012 (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: _____