

# CATALINA FLEET NEWS

April 2012



Lock 5 Murray River



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

## Management Committee 2011

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### General Meeting Notice

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

**Deadline for content for the next Newsletter: 1 May 2012**

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## Commodore's Report

Welcome to the April edition of Catalina Fleet News. As you receive this Newsletter, some of us will be enjoying the beauty of the Myalls once again. If you are not at the Myalls, I hope you and your families are having a wonderful and safe Easter. Our year has come and almost gone and it is time to once again prepare for our AGM. Many thanks to all who have helped make this year a success and I look forward to many more years with the club.

You might ask, why these comments at this time. Well, Pam and I have decided once again to trek off to Europe to do some travelling. We will not be here for the AGM, but look forward to catching up with you all for the Queens Birthday Long Weekend and Presentation night. Stay safe and enjoy this wonderful weather we are now having.

Hart

# General Meeting Minutes 20<sup>TH</sup> March 2012

Meeting opened at 1915hours at Club Macquarie

Chairperson: Commodore: Hart Peters

Attendance: 13 as Attendance Book

Apologies: Derek Tracey, Kevin Newman, Bernard and Barbara Jankoviak, Hans & Anita Heck, David Cooper

◦ 20/3/2012 – The Minutes of the General Meeting held at Club Macquarie on 21/2/2012 as printed in the March Newsletter be adopted.

Proposed: Phil

Seconded: Leanne

## Matters arising from the Minutes

Phil contacted Rural Scene regarding us having a site at the Maitland Show. We would have to pay for the site. This would be too expensive for the club.

## Correspondence

- Inwards: Post Office Box Renewal for \$93.00  
Newcastle Perm Statement for February 2012  
Alzheimer's Australia for our members to do a memory walk  
Sports Tech 2012 to be held at Sutherland, Sydney  
Civil Lake Customer Service Advice – Tree pruning scheduled for 6/3/12  
Sonata Notes for March  
Bilgewater for March  
Sails Magazine
- Outwards: Letter to Royal Toronto Yacht Club to confirm the date for the Presentation Night.  
Card to Eric Waddingham

## Reports

- Treasurer as at 29/2/12  
Income: \$150.00  
Expenditure: \$592.15  
Balance: \$1,954.96  
ING: Balance not known at this date  
Top Yacht Program to be paid \$154.00  
Yachting Australia to be paid \$525.00

- Racing: Organiser not attended

Ralph said the last 2 races were good days.

- Cruising

Members enjoyed the Doggie Cruise.

Weekend 24/25<sup>th</sup> March Cruise start at Styles, Sand Island, Green Point and Bird Cage overnight.

- General Business

Phill suggest we have a small quiet room for our AGM on 15/5/12. Ask about supper tea/coffee/cakes and cost.

Hart re our having a stand at the Boat Show Sydney, they are not interested in us.

Last race day a motor boat was being launched when the boat slipped off the trailer. Reminder for us to leave the safety chain on when reversing. Our men helped him put the boat back on the trailer. Large outboard damaged and the boat needed some mending.

Phil regaled us with his cruise down the River.

Thank you Barbara for being Editor for the Last Newsletter while Phil was way.

## Meeting finished at 2015

## 2012 Annual General Meeting

Notice is hereby given for an Annual General Meeting of the Newcastle and Hunter Trailer Yacht Association to be held at Club Macquarie on Tuesday 15th May 2012, starting at 7.00pm.

All positions will be declared vacant and nomination form (attached at end of this newsletter) for all position to be in the hands of the secretary before the start of the meeting.

Positions to be filled are as follows:-

Commodore	Cruising Organiser
Vice Commodore	Equipment Officer
Past Commodore	Membership Officer
Secretary	Web Page Organiser
Treasurer	Newsletter Editor
3 Ordinary Committee Positions	Social Organiser
Race Organiser	Public Officer

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# PRESENTATION NIGHT 2012

Is being held at  
**Toronto Motor Yacht Club**  
**On Saturday 30<sup>th</sup> June 2011**  
**At the Mariners Bar**

Come along and congratulate members for their achievements  
It's always a fun night.

Tickets only \$35.00 per head  
For a two course alternating menu.

**RSVP** To Hazel Cooper by Thursday 21<sup>st</sup> June 2012

Phone: 49751793 mobile 0418970357

e-mail: [hazel-cooper@live.com.au](mailto:hazel-cooper@live.com.au)

payment can be made by direct deposit into the club account  
BSB 650000 - Account No. 962889402 – Account Name NHTYA

**Members who wish to use a berth at the club for that night please confirm before 21<sup>st</sup> June so boats can be moved on the wharf.**

## Club Boat & Social Trophy 2011/2012

*Points up to and including Race 4*

SURNAME	KNOWN AS	BOAT TYPE	BOAT NAME	CLUB BOAT all activities	SOCIAL cruises only
SPARKES	Phillip & Kim	Sabre 25	<i>Sail Away</i>	27	18
HEAP	Neville & Judy	Sabre 25	<i>Wanderer II</i>	20	12
TRACEY	Derek & Leanne	Delah 34	<i>Calysta</i>	19	8
BROEKMAN	Arnold & Jo	Haynes Tramp	<i>Oranje</i>	13	2
PETERS	Hart & Pam	Farr 7500	<i>Farr and beyond</i>	12	8
TINKLER	Graham & Liz	Adams 21	<i>Adamant</i>	10	10
PENN	Ralph & Janice			9	2
COOPER	David & Hazel	Farr 7500	<i>Farrther's Toy</i>	9	1
STANFIELD	Doug	Adams 21	<i>Roller Coaster</i>	8	8
STEELE	Stan & Wendy	Farr 6000	<i>Blue Moon</i>	8	0
PARKER	Raymond & Bronwyn	Young 7.7	<i>Possum</i>	7	4
STRONG	Chris & Annie	Austral Clubman 8	<i>Recluse</i>	6	6
WHITE	Barry & Kathy	Clifton 7	<i>Binnaway</i>	6	0
COPPOCK	Peter & Jannette	Noelex 25	<i>Knot Home</i>	4	4
BERRY	Richard and Emma	Farr 6000	<i>Farr Haven</i>	4	0
ANGUS	Greg & Toni	Sonata 7	<i>Chablis</i>	2	2
HECK	Hans & Anita	Austral Clubman 8	<i>Cross Wind</i>	2	2
NEWMAN	Kevin & Gaylene	Catalina 28	<i>Idle Vice</i>	2	2
WATSON	Malcolm & Betsy	Sonata 7	<i>Windsong</i>	2	2
DAVIS	Brian & Jeannete	Noelex 25	<i>Chameleon</i>	1	1
JANKOWIAK	Bernd & Barbara	Gazelle 26	<i>Blew By U</i>	1	1

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### Easter at the Myalls

Meet at Shelley Beach on Good Friday 6th April, for a relaxing weekend

Swimming, Sailing, Walking, Relaxing and Bochie.  
On shore BBQ Saturday night. BYO Meat & Drinks  
Salad or Desert to Share

We, Neville and Judy on Wanderer 11, will be arriving at Violet Hill on Wednesday 4th April and staying until Wednesday 11th April and would be pleased to have your company anytime during this period.

Please phone if possible and let us know if you are able to come.

Phone 43 323529 or Mobile 0400 352905

## Autumn Series 2012 Race 3 Saturday 10<sup>th</sup> March 2012

MCHC Expo G2 results      Start time 12:30:00

Place	Sail No	Boat Name	Elapsed Time	AHC	Corrected Time	BCH	CHC	Skipper	Class	Finish Time	Elapsed Time Order
1	752	Farr and Beyond	02:39:49	0.555	01:28:42	0.569	0.562	H Peters	Farr 7500	15:09:49	6
2	7265	Father's Toy	02:35:56	0.581	01:30:36	0.583	0.582	D Cooper	Farr 7500	15:05:56	5
3	27	Binnaway	02:21:24	0.643	01:30:55	0.643	0.643	B White	Clifton SK	14:51:24	3
4	4	Oranje	02:15:26	0.676	01:31:33	0.671	0.674	A Broekman	HainesTramp	14:45:26	1
5	440	Blue Moon	02:34:32	0.593	01:31:38	0.588	0.591	S Steele	Farr 6000	15:04:32	4
6	6910	Farr Haven	02:50:49	0.554	01:34:38	0.532	0.543	R Berry	Farr 6000	15:20:49	7
7	77	Possum	02:19:29	0.707	01:38:37	0.652	0.679	R Parker	Young 770	14:49:29	2
DUT	384	Calysta	.	0.661	.	.	.	D Tracey	Delah34	.	.

## Autumn Series 2012 Race 4 Sunday 11<sup>th</sup> March 2012

MCHC Expo G2 results      Start time 11:30:00

Place	Sail No	Boat Name	Elapsed Time	AHC	Corrected Time	BCH	CHC	Skipper	Class	Finish Time	Elapsed Time Order
1	77	Possum	02:40:49	0.679	01:49:12	0.702	0.690	R Parker	Young 770	14:10:49	1
2	27	Binnaway	02:54:09	0.643	01:51:59	0.648	0.645	B White	Clifton SK	14:24:09	3
3	4	Oranje	02:47:25	0.674	01:52:50	0.674	0.674	A Broekman	HainesTramp	14:17:25	2
4	752	Farr and Beyond	03:23:16	0.562	01:54:14	0.555	0.559	H Peters	Farr 7500	14:53:16	5
5	440	Blue Moon	03:13:39	0.591	01:54:27	0.583	0.587	S Steele	Farr 6000	14:43:39	4
6	7265	Father's Toy	03:25:53	0.582	01:59:49	0.548	0.565	D Cooper	Farr 7500	14:55:53	6
7	6910	Farr Haven	03:44:55	0.543	02:02:08	0.502	0.522	R Berry	Farr 6000	15:14:55	7
DUT	384	Calysta	.	0.661	.	.	.	D Tracey	Delah34	.	.

### Race 3 Autumn 2012

Now this was a race with a difference....Ralph hitched a ride with Hart...on Farr and Beyond.

Ripper day great weather and a fleet of seven keen contenders all marshalling around the start line and each one ready to beat the rest of the fleet. Little do they realise that their efforts will all be in vain because Hart & Ralph decided, right at the start, that this was the race that Farr and Beyond was going to win!!!

From memory we were well placed at the start line and gave a wave to Derek & Leanne as we breezed by Calysta's stern about 5 seconds after Derek had lowered the start flag. Geez Hart you really are going to be a winner today with a start like that!

First we had to make our way around Wangi Point, then sail out west of Pulbah Island, find the Shallow Sand Foul Ground Mark and round the nearby marker. Well that should be easy then we can all sail back to Calysta.

As you would expect, the gun yachts such as Possum and Binnaway and Oranje were already setting a cracking pace leaving Farr Haven, Blue Moon, Father's Toy and Farr and Beyond to battle it out between themselves.

With two eager sailors chafing at the bit and a desire to make Wangi Point in one tack Farr and Beyond had her sails adjusted, tweaked, luffed a little, tightened up a wee bit and constantly played with and would you believe it we did make the point in ...not one tack but two....and cleared the point....only just....but that's all the clearance we needed.

It was good to see Calysta with Officer of the Day Derek and Leanne out sailing after starting the race and they were present as we approached Wangi Point.

Having rounded the point we were close to the shoreline and in the for-shadow of the point in this east nor east wind which was probably only 10 knots. The two Farr 7500's, Father's Toy and Farr and Beyond were still close together but Father's Toy was further off shore and running faster.

Having cleared Wangi Point it was time to find the Sand Marker and since this was a downwind run it was time to pole out the headsail. Hart, where do you stow the Spinnaker Pole?.....A long silence.....Spinnaker Pole Hart.....where do I find it?.....its at home in the garage.....Speak up Hart I cannot hear you.....it's at home in the garage.....I beg your pardon!.....It is at home in the garage....Oh dear.....

So we try tacking downwind towards the NW marker off Pulbah Island but decide that we are not pulling away from Father's Toy who by now is snapping at our heels....sorry ....stern. So we use the boat hook and hand hold the headsail which works out OK. Wind is still only about 10 knots so the headsail load is manageable with the boat hook.

At the turning mark we harden up and start working into the wind. Farr and Beyond is not going to make the point in one tack so we set the direction and the sails to maximise our speed on starboard tack. At one stage in all of this Hart relinquishes the tiller to the for'ard hand. The wind was between 10 and 15 knots and the tiller was very neutral, very little weather helm and the yacht just heeled in the gusts and tracked beautifully without much weather helm being introduced....nicely balanced set of sails here Hart.

Half way from the sand marker to Wangi Point we observe way way in the distance, Possum Oranje and Binnaway have cleared Wangi Point and all are now heading north while we were still heading east with Blue Moon and Father's Toy ahead of us and Farr Haven coming up in the rear. Two tacks later we clear Wangi Point and head north.

The Belmont Big Boys Fleet is now bearing down on us and we stay on starboard tack close to the shoreline....close to the shoreline....too close to the shoreline....way too close to the shoreline...so we pick a gap in the Belmont Fleet, tack off shore, clear the foul ground mark, then tack towards home and sail between the big yachts. Now that is the enjoyable part of sailing, mixing it with other yachts.

Hart & Ralph are both wondering now if we really are going to come first because we are second last in the fleet! So the best that can be done is set the sails as best we can, enjoy the ride and try to catch Father's Toy who is trying to catch Blue Moon. As it turned out we could not catch Father's Toy and made the line second last in the fleet....and WE CAME FIRST!!! on handicap....yippee.

Ralph had a great day on Farr and Beyond and Hart got a medal for sailing his yacht into first place.

What a magic day.

Farr and Beyond

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## COPPER WIRE



*After having dug to a depth of 10 feet last year, British scientists found traces of copper wire dating back 200 years and came to the conclusion that their ancestors already had a telephone network more than 150 years ago.*

*Not to be outdone by the Brit's, in the weeks that followed, an American archaeologist dug to a depth of 20 feet, and shortly after, a story published in the New York Times: "American archaeologists, finding traces of 250-year-old copper wire, have concluded that their ancestors already had an advanced high-tech communications network 50 years earlier than the British".*

*One week later, the states Dept of Minerals and Energy in Western Australia, reported the following:*

*"After digging as deep as 30 feet in Western Australia's Pilbara region, Jack Lucknow, a self-taught archaeologist, reported that he found absolutely f--- all. Jack has therefore concluded that 250 years ago, Australia had already gone wireless."*

*Just makes you bloody proud to be Australian.*

## Autumn Series Race 4

As seen by PENULTIMATE Emeritus.

I guess most of you know that the good yacht Penultimate has been sold and has been honourably removed from the racing fleet. This leaves the captain to seek a ride with other racing contenders.

Race 3 was on Farr Haven with Hart Peters  
and with much tweaking and twitching of sail trim  
**we came first!!!**

Today's Race 4 was on Possum with Ray & Bronwyn  
and with much tweaking and twitching of sail trim  
**we came first!!!**

Maybe Penultimate Emeritus has a marketing option here ready for exploiting !!!

Back to the race...pre-start marshalling was a "get familiar with Possum's plethora of halyards, sheets, cunningham, out haul, vang....and which way do these winches run?"

You see during Races 1 & 2 on Father's Toy the Port winch was a left handed winch and the starboard winch was a conventional right handed winch. Mmmmm....that took a while to become familiar with.

Back to Possum's start....there was a good crowd right at the start line and I think Ray was able to be first across the line and to the lee of the fleet. We were off to Coon Island. The wind was nor'eastish and with two or three tacks we rounded Coon then off to Coal Point.

Ray,..... it is becoming lonely at the sharp end of the fleet!

Penultimate was either being passed or was able to keep up with others and there were always yachts nearby. Now on Possum with a 0.707 handicap Ray, has to go like the clappers to get a placing and that leaves the fleet way back in the distance.....very lonely at the front.

Bronwyn has kindly allowed me to play forward hand and meddle with the sheets and lines and winches. All different to Penultimate but having great fun in this new adventure.

At Coal Point mark we had Binnaway chasing Possum but still a couple of hundred metres astern. Oranje who was waiting for crew to arrive, missed the start gun but was doing a fine job of making up time and was on the heels of Binnaway. Then there was the four Farris, "Father's Toy, Blue Moon, Farr and Beyond and Farr Haven" Now that we have mentioned all the racing yachts we should put in a note for Calysta our Officer of the Day, or as Top Yacht records it....Duty yacht. On previous races Calysta has up anchored and even caught up with the fleet and this she did during Race 3 but I don't recall seeing Calysta during Race 4 as Derek was single handed today.

We are now off to Cardiff Point which we made in one long Starboard tack with the wind more from the east now than the nor'east. Ray I think Binnaway is slowly reducing our lead distance and we had better do some more sail trimming. After one tack we are on line to make the Slip Mark and Binnaway is still going strong. Geez Ray you have got Possum really well tuned. With a "poetry in motion tack" Ray pirouettes Possum around Slip and heads south to Fishing Point.

To now, Penultimate Emeritus has been assigned to sail trimming and having a ball, different yacht, different set up, ripper sails.....watch that boom.....it is much lower than Penultimate's. This old dog has to learn a new trick....keep head low when tacking. Ray then trust's me to steer his pride and joy and I take the leather wrapped tiller. Virtually zero weather helm, sweet balance, and she just lifts her skirt, heels a wee bit and powers on in the gusts. Dream Machine. As Possum approaches the tip of Coal Point and heading south we pass Farr Haven heading north towards the Coal Point Mark with Richard and his crew enjoying a great sail in brilliant weather. Having rounded Fishing Point Mark we head over towards Coon Island and put in a couple of non eventful tacks. Looking back we believe Oranje has probably passed Binnaway and heading up to Fishing Point Mark but is still not a threat to Possums lead.

At some point during this leg to Coon Island we experienced a minor pandemonium event where the main halyard was tripped instead of the headsail sheet. Wow didn't that cause some excitement! You see we were already committed to the tack. The crew (there were 3 of us on board!) were wrestling with the main halyard and the headsail was back-winded and the yacht heeling through the tack. Someone yells....trip the jib....trip the jib....trip the jib....geez thanks for that now we can actually steer OK. You can now continue re-hoisting the main!!! No names mentioned, just a senior's moment.

As we close the Coon Island Mark I hand the tiller back to Ray. Round the mark sweetly "poetry in motion" again. Now we need the spinnaker pole....Ray where is the spinnaker pole.....its in the shed back home .....Ok .....we will just tuff it out from here to home.

We give a wave to Derek on Calysta as we cross the finish line and look back to see Oranje still some distance from the finish line.  
Bronwyn - thanks for letting me play your part on Possum....I had a ripper day.  
Ray - don't forget the spinnaker pole for next race day.  
- and thanks for the ride

A Magic day  
Ralph Penn

# Murray River Cruise – March 2012

By Kim

With this trip in the making for over 12 months now; the previous date having to be postponed due to extreme flooding (well, what “we” thought was extreme flooding), Fraser Island was then the alternate destination. Now the time has come to try again for the “Mighty Murray”.

About one month out from this trip, which we had planned for the Mildura to Renmark section, we were notified by a fellow concerned member that Lock 8 was closed for maintenance. So after a week of mayhem, the options were finally weighed up and the plans were changed to do the Renmark to Murray Bridge section. After checking the Lock levels, access to petrol availability, fresh water & food, heaps of phone calls – we were clear to go.

With four boats confirmed to do this trip, Sail Away - a Sabre 25', Wanderer II - a Sabre 25', Chablis - a Sonata 7 & Windsong - a Sonata 7. All the prep work of removing masts, making shorter rudders, ensuring sun/rain protection was adequate and making or modifying princess planks (or motor bike ramps) was completed. Food was not so much a problem as we were aware that we would be passing through lots of towns with supplies easily accessed. Grey water holding tanks were designed (spare 20 litre drums). Maps & books ordered, trailer wheel bearings renewed or adjusted, sails removed (had to keep the storm jib on; after all we are a sailing boat), longer mooring lines added, designing of makeshift seats.

Wanderer II had already departed and had planned to do a small section from Mildura downwards with friends prior to meeting with the rest of us. ‘Chablis’ departed on the Wednesday, taking their time on the way down and ‘Windsong’ left on the Thursday afternoon also not wanting to rush.

After Phillip tossed and turned for five minutes, he woke me and said “I can’t sleep, it’s time to go”. At 3:00 am Saturday morning we departed. Driving to just north of Goulburn, we climbed up into ‘Sail Away’ for a nap @ 5:45 am. Woke @ 8:40 and set off again. Stopping for fuel & breakfast at Marulan, approx 40 kms north of Goulburn. By now it had started to rain lightly, the rain then getting heavier and heavier as the trip wore on (all the way to SA border). Next stop was Narranderra for lunch at 12:30 to 1:00. We drove through Hay at 2:40 pm, then Euston at 5:00 pm.

Arrived Paringa at 7:30 pm which is 4 km from Renmark. Trip meter total time 14:12:12 - 1263km

Our fellow travellers were already at a local Caravan Park where they had prepared their boats for the trip with provisions etc. We headed straight to the boat ramp/park on the river just before the bridge at Renmark. We unpacked the car, went for a drive into Renmark to refuel, fill up with water, KFC dinner and then back to the park for the night after setting up ‘Sail Away’. Finally, we were able to go to bed after having to put the v-berth mattress out to dry (thanks to the rain on the way down and then "Over-Phill" filling the water tank to 110% (again).

## 2. Sunday 4/3/12 –

Woke to a beautiful morning; we had breakfast overlooking the weeping willows on the river. I went shopping for the final supplies (& fruit) returning as ‘Wanderer’, ‘Chablis’ & ‘Windsong’ joined us in the park where we chatted about the trip down. We then launched by lunch time, with all boats tying up bow first into the bank at the park.

Neville had already organized with the Caravan Park owner to transport the men back from Murray Bridge on Monday morning so we all spent the afternoon exploring the town of Renmark and admiring the Chook Man's vessel (see photos). This is a homemade houseboat, which resembles an Australian style Chinese junk (seeing is believing!). The first of many Happy Hours was spent on shore before retiring back to our boats for dinner.

## 3. Monday 5/3/12 - Km marker 564

Woke early again to another perfect day on the Mighty Murray.

Phill, Neville, Mal & Greg set off at 7:50 with trailers in tow to Avoca Dell Caravan Park at Murray Bridge where they were to leave the cars & trailers for the end of the trip (arriving 10:30 - 220 km). They were picked up by Tony (owner of Caravan Park at Paringa) who drove them all back to Renmark.



Us ladies spent a relaxing morning cleaning up, unpacking and washing before setting off for a walk to Paringa township. On the walk we found the home of "Black Stump" in the front yard of Chook Man, Barry. Morning tea was enjoyed onboard 'Wanderer' as well as a chat (another). Judy, Betsy & Kim enjoyed a pre-lunch swim in the Murray; on this occasion we couldn't persuade Toni to join us. To our surprise, and to Toni's relief, the water was not muddy. It has more of a sandy look, whereby you could only see into the water about 75mm. It felt quite clean and refreshing to swim in though. The men arrived back around 1:30 (biting at the bit to get underway).



A quick lunch and then we departed finally, starting our journey down the river. Lock 5 was just around the bend; this was a new experience for most of us (we had the Lock booked for 2:30). We arrived at 2:45 but this was not a problem as we were the only boats the Lock Master had seen all day. By 3:10 we had been dropped down the Lock & were on our way again for the next part of our journey.

These Locks would fit 6 of our boats along them and possibly four wide. After motoring in slowly, the Lock Master throws you a rope to the front & back of each boat. When all are happy he closes the back gate and the water level drops. As it drops you let the ropes out, making sure that you do not tie off as this would have the potential to hang the boat in mid air or, at a minimum, do a lot of damage. It only takes a few minutes and the front gate is opening, then one at a time the ropes are pulled up and you motor out.

Not too far along 'Sail Away' hit bottom; both of us jumping over quickly as the current was forcing us higher up on the sand bar. We immediately pushed ourselves off the sandy bottom with little effort. Then 'Chablis' was next to become high and dry, we slowly motored back to them and assisted with the pushing before we all continued. 5:20 pm and it was time to find a sheltered spot out of the wind for the night. It didn't take us long to find a sandy shore line and secured ourselves for the night. Judy & Nev were first in the water for a swim, followed quickly by Mal & Betsy. Later, Mal & Betsy set up their chairs on the river bank and we joined them for Happy Hour. Dinner on board, then all had an early night.



Distance travelled by river 23 km, 2:15 motoring.

#### 4. Tuesday 6/3/12 - Km marker 541

After a quiet, peaceful night where the only sound was from the birds, we woke to another beautiful day (no wind as yet). A relaxing breakfast, then all set off with the current downstream. We encountered our first set of high cliffs with magnificent homesteads overlooking the river. Motored until approx. 11:30 when we reached Berri, where we all tied up to a new floating pontoon jetty in town. The park around this area is being re-developed and, once completed, will again be well-suited to the tourist. We went our separate ways to explore & buy additional items that were found to be required for the trip. Toni & Kim were

enjoying a coffee at a local cafe on the river, when everyone else re-grouped and again on our way (12:30).

The further we travelled down the river, we saw more and more houseboats mostly unoccupied and all were moored on the banks. Continuing down river until we reached Lock 4, you could see lots of irrigation pipes sucking out what must be a humungous amount of water. All boats tied up to willow trees to hold us in the current out of the breeze just before the lock. Here we waited and had lunch before the Lock reopened (Lock lunch time from 11:30 to 1:30). Realising we had lost a fender overboard, we motored out to retrieve it then returned to tie up to an overhanging gum branch to continue our lunch.

The Lock was booked for 1:30 and off we went again, through the lock and on our way further down the Murray. Prior to getting to each Lock, a phone call is required to be made to advise them of the time you would like to come through.



Continued until 4:30 where we had reached Loxton. It has a jetty that would easily fit 6 boats, so we went for it. Everyone was keen to get into the water for a swim. We found that the easiest way to do this was to jump in off the back of the upstream boat, float down to the furthest boat, climbing up and running back up the jetty again. Everyone took the opportunity for a short walk (uphill of course) to the town before the shops closed. Happy hour was then spent on the jetty, chatting with locals after a long day.

Total distance 52 km, 6:40 motoring.

#### 5. Wednesday 7/3/12 - Km marker 489

Woke up to the sound of some people speaking a language that was foreign to us along with lots of laughter. Upon peeking out, we could see Mal sitting in a circle on the jetty with a group of Indonesian tourists studying a map. The tourists were interested in several things, including how big the river is as well as the water quality as they were here on a study tour. We had breakfast and I walked up the hill to the town to pick up fresh supplies. It was only when I went to pay for the goods, I realised I had forgotten to take money. I

then had to walk all the way back down to the river, get money and very slowly walk back up the hill to the town again. By this time, everyone was ready to go (once Betsy was found).

At 9.20am, we set off; motoring down with the current in the now murkier waters of the mighty Murray. Around 11:00 we rallied the other boats to raft up beside us so that we could all enjoy a chat and morning tea whilst still moving down river. With the four boats then tied together with heaps of fenders, and our motor as well as 'Windsongs' just above idle, we were still travelling 8-9 km per hour. This compared to the normal speed we were travelling of 10-11 km per hour. To our surprise, a large brown snake was spotted swimming across the river, it went under our boats with all of us making sure it came out the other end. He emerged hissing with head held high (not a very happy chappy). We stayed tied up until 12:50 and then we untied and continued individually. A little further on, we found a spot to tie up to a tree to have lunch and a swim.

With lunch and a little nap we set off motoring again at 2.10. Amazed at the scenery and the birdlife, we noticed that the surrounding area had changed again & was now rather swampy. There were lots of big dead trees, caused as a result of the formation of the Locks. This then has drowned the trees, killing them and flooded any low-lying land adjacent to the river edge. By 4:00 we started to look for a spot to stay overnight, but couldn't find a suitable spot with a clearing and enough shade as it was now very hot. Eventually we came into the town of Kingston On Murray and settled for the overnight at a mooring area in a park in the middle of the town. Again, we tied up bow in and utilised our princess planks. The town consisted of a general store and about 40 houses; everyone enjoyed an ice-cream before Happy Hour around a park bench (thanks Toni). Quiet night on the shoreline, watching the spectacular sunset & moon rising until the peace was broken by the darn corellas squawking again. Eventually they settled down, as we did and watched a DVD before an early night.

Total distance 53 km, 5:59 minutes motoring.

### **6. Thursday 8/3/12 - Km marker 436**

Woke to the screeching (again) of the Cornella's at 6:00 am. This time it sounded like big rain drops but as we soon discovered it was Corellas poop (what a mess on the cabin top). So much for stopping under a tree! We had breakfast, did some washing and all departed again by 9:00 am. At and through Lock No 3 by 10:00. All boats stopped for a swim and morning tea at 11:00 at a lovely sandy spot opposite the cliffs on a sharp bend.



Underway again and as we motored along, we took in the incredible scenery as well as the large numbers of shacks and abandoned houseboats that were lining the river. After tying up for lunch at Schultzs Landing we continued, only stopping once for a quick swim on the move before eventually stopping at Waikerie Park just after the ferry crossing. This is a nice town where a short walk finds the petrol station & Woolworths/Laundromat etc. Happy Hour on shore under the shade of a big tree and then a bbq dinner cooked onshore at the public facilities with Greg & Toni, later being joined by Mal & Betsy. Some of the men went for a walk to the service station to buy fuel & some of the women had gone to re-stock supplies again. Another quiet night; other than the #%^\*& corellas and the ferry banging and clanging all night. Some great photos were captured of the clear sky with the corellas silhouetted against the rising moon.

Total distance 54 km – 5:30 motoring.

### **7. Friday 9/3/12 - Km marker 382**

Breakfast, and then I walked up to the town with Phillip, Betsy & Toni, checking out the lookout over the river on the way. With shopping completed, we headed off around 10:30. As we motored away we passed 'Murray River Queen' a static paddle steamer which is now a floating restaurant with accommodation; 3 stories high & in a well preserved condition. Stopped for morning tea/lunch at 12:00 at Boggy Flat and waited for Lock 2 to re-open at 1:00. Passing more cliffs, we sighted the odd fisherman on the bank as well as in tinnies. We also observed that some of the moored houseboats actually had people on board them. The scenery was truly amazing with the cliffs being up to 30 metres high with changing colours as they continued higher. The river at their bases had at least 10 metres of water under them, which again astounded us. We found ourselves having our breath taken away by this incredible spectacle. The cliffs were of a very hard rock and in places where weathering was evident, cockatoos were making nests.

'The Dormedary' was the first paddle steamer (moving) that we had come across. The owner blew bubbles from his controls as we passed. We were later told he is a famous man who cruises the river writing stories and poems (as we were informed by the Lock Master).

A refreshing swim stop at another sandy spot, afternoon tea was enjoyed before we then headed on our way again. As it was another very hot day, we often gave the motor a short rest and jumped overboard to cool off floating with the current. Finally stopped after passing the Cadell Ferry and ski boat camping area, we tied up at a little area designated for houseboats (Wetlands Area) for the night. Happy Hour was held with 'Windsong' & 'Chablis' at the top of the bank overlooking our boats and the river. Betsy & Mal went to explore the Wetlands, but were disappointed to only find overgrown tracks, swamp and thousands of dead carp around the swampy lake edge (extremely neglected area). Cooked a roast for dinner and settled down for an early quiet night.

Total distance 52 km, 5.47 motoring

*Part 2 will be in next month's newsletter*



### **ANCHORING ON THE WINDWARD SIDE OF KAMATAL ISLAND**

This is an anchoring tale from the Louisiade Archipelago. It happened in 2001 on Sapphire Lass, Dave and Lynette Millett's 35-foot Pawtucket. They had invited Barbara and I to sail with them over the Coral Sea to the Louisiade Archipelago where the islands, it was said, were comparable to the Pacific a hundred years ago. There are no hotels or resorts there. There is no airline to speak of that can take you there. No ships, no cars, no transport of any kind other than the people's sailing canoes, some longboats and your own yacht.

The people, of Melanesian Origin and belonging to Milne Bay Province of Papua New Guinea, have a genuine friendly disposition and a custom to make strangers welcome. Outstandingly civilised, they nonetheless live in, not third, but possibly fourth world conditions as far as their facilities and conveniences are concerned. But, living on small islands, they all live near a beach and their children, not being exposed to TVs are wonderfully adjusted and cared for by aunts and uncles and anyone who'd come along and nurse them. This attitude, of course, carries over to the rest of their lives. Most of them speak up to 4 languages - their own, the next islands, Pidgin English and English. One of the islands, Tagula, so a professor once announced, has a language with so many different nuances of sounds, that an alphabet of 100 letters would be needed to do it justice.

Begging wasn't their style, but they loved to trade. Everything is owned, even the fish in the lagoon. Although they don't have much, they trade crayfish, bananas and paw paws, and thumbnail sized tomatoes for T-shirts and anything a well-prepared yacht brings along for just this occurrence. And, as in the past, stone axes and shell money are still used as currency. Kinas are much sought after and a bride costs 2 pigs.

Most of the islands, the Calvados Chain of Islands, a name possibly given by Torres, are inside a lagoon, of about 150 miles and are scattered roughly through the middle of the lagoon. Missima Island with the capital (and, in those days, Port of Entry) Bwagoia [Bagoia] lies outside the lagoon. Although there doesn't seem to be much of a tidal range, it can become quite lively, as in rapids, with standing waves when leaving and entering through one of the many passes. Barbara and I had been invited to sail on Windchimes that day and I can still remember the Milletts' description over the radio of sailing through the pass, with the fore-hatch open. It was like hitting a brick wall, they said – and weren't not really sure whether they were on track either. There was no buoyage – just a 50/100 metre long race of rapidly sluicing water with standing waves jumping up here and there in an area where the reef was hard to see.

To escape such a soaking, Dave chose to re-enter the lagoon some days later by a pass between 2 islands known as Safe Tide Pass. Immediately behind one of the Islands, Kamatal Island was a circular basin the size of a football field full of the most exquisite, colourful coral, where we meant to spend two easy days of snorkelling. We introduced ourselves to a family of Islanders who had made a camp ashore of the



otherwise uninhabited island. They seemed to spend most their time trolling for fish in their quite substantial sailing canoe by towing a hook embedded in a wad of rags.

With the Lass's anchor set in the middle of the lagoon, the stern, and therefore the rudder had settled close to the shore, inevitably within metres to bommies of the fringing reef. There wasn't much swinging room. Imagine our uneasiness, when in the pitch darkness of our second night's stay, the high-pitched sound of the anchor alarm woke us. While Dave tried to fathom out on the GPS what the excitement was all about, I rushed forward to get the second anchor ready. Dave was close behind. Black it was, no moon, no stars, no light anywhere. The wind had got up and it appeared that the shore behind us was now a serious lee shore, a not too terrific a position to be in. With a bommy close to our stern, the second anchor would have been quite useless, as it needs a reasonable scope before the anchor would do its job. Nevertheless we dropped the anchor in the rising wind when a flash of lightning lit up the scenery like it was day and revealed that we, in fact, had swung around and were laying now approx. 90 deg. to our former position. Soon after, things settled and we went back to sleep.

Bernd Jankowiak  
Louisiade Archipelago

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## 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](http://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 (laminated) 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

Yamaha 2 stroke long shaft 9.9 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 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)

## 4. How to Start a Fight

My wife and I were sitting at a table at her high school reunion, and she kept staring at a drunken man swigging his drink as he sat alone at a nearby table.

I asked her, “Do you know him?”  
“Yes”, she sighed, “He’s my old boyfriend. I understand he took to drinking right after we split up those many years ago, and I hear he hasn’t been sober since.”

“My God!” I said, “Who would think a person could go on celebrating that long?”

And that’s when the fight started....

### Other boats known for sale

Farr 6000	\$???
Castle 650	\$12000

## Program of Events

NHTYA Program 2012							
Date			Activity		Location	Contact and Phone	Pt
Fri-Mon	6-9	April	Cruise	Easter	Myall Lakes	Neville Heap 4332 3529	2
Tuesday	17	April	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	21-22	April	Race	5 and 6	F-Jetty	Arnold Broekman 4973 3811	2
Sat-Sun	5-6	May	Cruise		Port Stephens	Graham Tinkler	2
Tuesday	15	May	AGM		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	19-20	May	Race	7 and 8	F-Jetty	Arnold Broekman 4973 3811	2
Sat-Mon	9-11	June	Cruise	Queens B/D	Lake Macquarie	Phillip Sparkes 0414 223654	2
Tuesday	19	June	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	14-15	July	Cruise				2
Tuesday	17	July	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat	4	August	Inspection Day		F-Jetty	Hart Peters 0417 674687	
Sat-Sun	18-19	August	Race	1 and 2	F-Jetty	Arnold Broekman 4973 3811	2
Tuesday	21	August	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	1-2	September	Cruise	Dad's Day			2
Sat-Sun	15-16	September	Race	3 and 4	F-Jetty	Arnold Broekman 4973 3811	2
Tuesday	18	September	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Mon	29-1	Sept/October	Cruise / Race	Labour Day 3 and 6hr	Styles Point		2
Sat-Sun	13-14	October	Cruise				2
Tuesday	16	October	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	27-28	October	Race	5 and 6	Styles Point	Arnold Broekman 4973 3811	2
Sat-Sun	10-11	November	Cruise				2
Tuesday	20	November	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	24-25	November	Race	7 and 8	Styles Point	Arnold Broekman 4973 3811	2
Sat-Sun	8-9	December	Christmas				
Sat-Sun	31-1	Dec 2012 Jan 2013	Cruise	New Years Eve	Myall lakes		2

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

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### **“Nautical origins of everyday expressions”**

#### **Canvas**

Derived from the Greek *Kannabis* which although popularly understood as a stimulating narcotic, is in fact plain old-fashioned hemp. In the early days sails were woven from hemp and that is where the word canvas comes in. Even today a boat's sails are called her canvas, though the material itself might be anything from polyester to toughened paper.

#### **Hulking**

From the word *hulk* which is the hull of a derelict ship. Shakespeare describes Falstaff as a 'hulking great fellow'. Big, clumsy or unwieldy.

#### **Loose End**

Rope ends which have become unravelled are called loose ends. It was a never ending job in a sailing ship putting new whippings on the ends of the running gear. If a sailor found himself idle he would be ordered to go around the ship looking for loose ends to tie up. Hence the idea behind the expression of being bored with nothing to do.

#### **Making a Red for your own Back**

A self-imposed difficulty. Literally to fashion an instrument of punishment. The cat o' nine tails for example was always made by men awaiting flogging. They would be given a length of rope and ordered to strand it then plait it into nine ends projecting from a rope handle. If on inspection the work was found to be less than satisfactory they would be given extra lashes.



## MANAGEMENT COMMITTEE NOMINATION FORM

April 2012

**We the undersigned hereby nominate:**

.....  
**Full name of candidate**

For election to the position of:

.....  
**Commodore/Vice Commodore/Secretary/Treasurer/Ordinary member (3)**

Nominator

Seconder

.....  
**Full name of Nominator**

.....  
**Full name of Seconder**

.....  
**Signature of Nominator**

.....  
**Signature of Seconder**

I hereby consent to the nomination

.....  
**Signature of Nominee**

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*Extracted from NHTYA constitution dated February 2012*

### 16. Constitution and membership of the Management Committee

- (1) The Management Committee is to consist of.
  - a) the office bearers of the association, and
  - b) 3 ordinary members, each of whom is to be elected at the annual general meeting of the association under rule 17.
- (2) The office bearers of the association are to be:
  - a) the commodore
  - b) the vice-commodore
  - c) the past-commodore
  - d) the treasurer, and
  - e) the secretary
- (3) Each member of the committee is, subject to these rules, to hold office until the conclusion of the annual general meeting following the date of the member's election, but is eligible for re-election subject to rule 16(4).
- (4) In the event of a casual vacancy occurring in the membership of the committee, the committee may appoint a member of the association to fill the vacancy and the member so appointed is to hold office, subject to these rules, until the conclusion of the annual general meeting next following the date of the appointment.

### 17. Election of members

- (1) Nominations of candidates for election as office bearers of the association or as ordinary members of the committee:
  - a) Must be made in writing, signed by 2 members of the association and accompanied by the written consent of the candidate (which may be endorsed on the form of the nomination), and
  - b) must be delivered to the secretary of the association prior to the commencement of the annual general meeting at which the election is to take place.
- (2) If insufficient nominations are received to fill all vacancies on the committee, the candidates nominated are taken to be elected.
- (3) If insufficient nominations are received, any vacant positions remaining on the committee are taken to be casual vacancies and filled in accordance with rule 16(4).
- (4) If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated are taken to be elected.
- (5) If the number of nominations received exceeds the number of vacancies to be filled, a ballot is to be held.
- (6) The ballot for the election of office bearers and ordinary members of the committee is to be conducted at the annual general meeting in such usual and proper manner as the committee may direct.



# Newcastle and Hunter Trailer Yacht Association Inc.

## AGM PROXY FORM

15 May 2012

### APPOINTING A PROXY FOR VOTING FOR MANAGEMENT POSITIONS AT AN AGM

I ..... being a financial member of the Newcastle & Hunter Trailer Yacht Association, and entitled to vote under the Constitution, hereby appoint:

The Chairman of the meeting (*mark box with X*)

OR

*Insert name of person you are appointing as your proxy*

The positions of elections being voted on are printed in the "Catalina Fleet News" April 2012 edition

.....  
**Signature of Member**

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### 36. Appointment of proxies

- (1) Each member is to be entitled to appoint another member as proxy by notice given to the secretary prior to the commencement of the meeting in respect of which the proxy is appointed.
- (2) The notice appointing the proxy is to be in the form set out in the Club Document register.

Newcastle and Hunter Trailer Yacht Assoc.