



The storm when approaching the finish at Newcastle Harbour.

Commodore's Christmas Message

PSYC Members, Family, Visitors & Friends



On behalf of the PSYC Board, I would like to wish all a Merry Christmas and a Happy New Year, as I write the "northern beaches" Covid-19 situation is developing, we will keep monitoring the situation and implement guidelines from NSW Health, Government and Sailing Australia that could impact our Club's operations.

Well, 2020 has been certainly different - social distancing, lockdowns, interruption to sailing, home-schooling, sanitising our groceries, severe bushfires, State and International boarder closures. Our dedicated team of volunteers have stepped up to keep PSYC safe, operationally viable and sailing "week in-week out". To these folks we are sincerely grateful, no matter the contribution you make large or small.

Stay safe, enjoy the break with family and friends and we will see you all on the water or at the club in 2021.

Wishing you all the best for the holiday season.

Michael Kirby - Commodore

Vice Commodore's Report

This year will go down as the strangest season in the Clubs 50 year history. Notwithstanding we had a non-spinnaker winter and a full Spring season and seen some encouraging strong race attendance return despite the limitations and ongoing concerns and a good number of new faces out there. Plus we had our joint Newcastle Ocean race which was a great success. It's great that we have been able to continue racing and hopefully we can continue into the Summer season.

Unfortunately, the planned Jan 21 version 2 Breakout Regatta has again been abandoned due to the Covid issue, maybe version 3 will happen? Watch this space for that one.

Other things happening include the current review of our Handicap system with the likelihood that we move to new system that better deals with our fleet, is more capable and more aligned with other club systems.

On a final note, please continue to check the Notice Board and Website for updates to the NORs and SIs. A couple of amendments were just released around the introduction of the new Racing Rules, the MarineOutlet.com.au Women's Series and changes to the Christmas Series program.

Happy sailing over the Christmas period and see you out there on the water.

Rick Pacey – Vice Commodore

Vale - Barney Pinney, Sailor and Volunteer

Sadly Barney Pinney passed away last week after a long illness.

Barney had retired to Port Stephens from his profession as an air traffic controller.

Barney loved sailing his Schionning catamaran "Trivial Pursuit" in club races for many years until finally selling it last year. Mostly crewed by his wife Merrill, Trivial Pursuit soon got a reputation for being able to sail close to the wind.

Often Barney and Merrill would cruise north along the Queensland coast. They travelled slowly along the coast visiting various ports and exploring on their fold up bicycles

Barney became an Officer at the Port Stephens Marine Rescue using his radio skill to man watches and becoming a Coxswain on the Danial Thain life boat and assisted with navigation training.

The Marine Rescue Service will honour Barney for his services by conducting a Marine service wake in his memory as it was Barney's wish not to have a funeral.

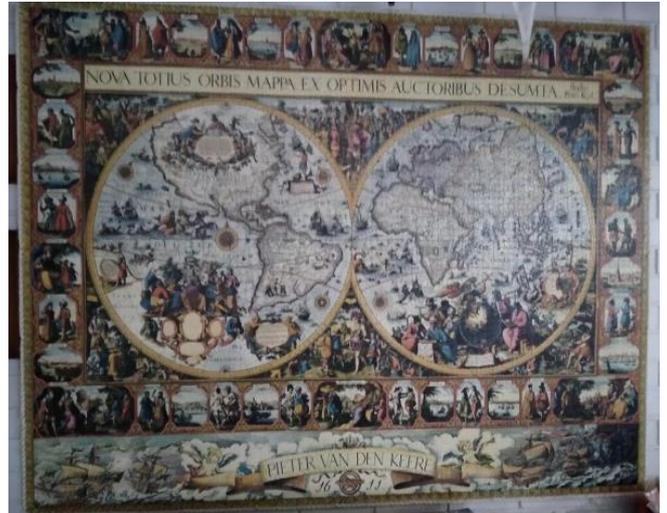
Vale - Barry O'Toole, Sailor, Builder and Life Member

Barry was presented with his life Membership of our Club 20 years ago.

His proposer Peter Meguyer wrote. Barry has been an absolute tireless worker for the Club; being nothing but a prolific help. All conducted in the manner he sails - quietly and efficiently. He had been a member of the Sailing Committee, the Executive Committee and mostly both, for as long as I can remember.

Barry has been our safety officer, getting us into such trouble by not only asking if we had a waterproof torch: but then he wanted us to turn it on!! He had been the Licensee and Bar Manager and even built the Bar. Last year Barry donated the huge nautical Jigsaw mural, now hanging in the Club House.

Barry was first noticed as a maniac sailor in an 18ft catamaran giving us some interesting sailing in all weathers! He sailed it with his daughter Stephanie. He was a cagey old devil always hard to pass. This latter trait he has unfortunately passed on to others including Joe Jory, his best mate, who co-owned the Hood 23, "Heron".



Many times Barry has enjoyed sailing to Broughton Island and anchoring around the Northern Beach, or at Coal Shaft. Joe Jury said he first sailed with Barry in 1989 on an Endeavour 24 called Perseverance, then on Joe's Timpenny 670 "Baywind". Barry also sailed with Tony Williams on "Karie" and a few interesting offshore cruises with Poul Jenson. (See later report on Poul)

In Perseverance, they sailed often to the Myall Lakes to Foster, Lake Macquarie and Newcastle. They also sailed in many Friday Moonlight races around the Bay with overnights in Fame Cove. They were competitive in many of our Offshore Island races as well. They sailed "Heron" for the last 13 Years.

Barry has been in poor health for the past year or so and has not been able to sail.

"Heron" Hood 23

Coming Home With A Wet Sail - Friday the Thirteenth

Chris Bebb

It didn't seem like a normal Friday 13th. We had had a dream sail for the past four hours, three of them under spinnaker, warm and sunny, calm seas, low swell, moderate breezes. Even the dolphins were out in force with jumping and diving displays as we raced towards Newcastle. The finish line was the Isolated Danger mark, 2nm east of Newcastle Harbour.

Of the six PSYC starters Jia was running last, even though she managed to average 6 knots while trying to catch Kaos, Eusemere, Elusive, Una Vita and 51st Project. Kaos and Eusemere were around one and two miles in front respectively and easily in our sight. However, as we all approached the finish line the Newcastle skyline became more cloudy, darker and more and more angry looking. Winds at that time were still moderate/fresh nor-easterlies but it was clear that the front was approaching from the west. Eusemere finished; we watched from Jia as Kaos approached the finish line just as the stormy blackness started to blanket the city and slowly work its way towards us.



With Kaos one mile in front, we, (Paul Sinclair, David Luks and I), agreed that as long as we could see Kaos, we knew we had time to reduce sail. Jia edged towards the finish line, 500 metres, 300 metres, 100 metres, the breeze started to drop, not a good sign. Kaos still in sight but becoming fuzzy. We finally crossed the finish line and dropped the spinnaker, dropped and lashed the main to the boom, cleared the decks and started the motor. We had finished! However, Jia still had almost about one-and-one half miles before we reached Newcastle harbour!

As we set off under motor, Jia was slammed by gale-force winds*, with hail and lashing rain crashing down on us from the west. Fortunately, the former gentle NE swell did not turn into massive raging seas from the west. It wasn't happy but the breakers only rose to just over a metre on a very short frequency. All in the direction we needed to go!

At its peak, the blanket of rain turned the sky almost black with visibility down to around 20 metres! The only means of navigation being the GPS chart plotter and compass bearing as we approached the harbour entrance. If you want to know why a Swanson 32 has a little cuddy in the cockpit, this is the reason why; with David and Paul trying to avoid the force of the rain and hail. I was not as lucky! With my appropriately named Stormy Seas jacket, including hood, all fastened up, I looked like Kenny from South Park! While my glasses protected my eyes, they kept steaming up, so seeing where I was going was not easy or pleasant.

All this lasted only five – ten minutes before Nobbys Head slowly came into view as the wind and rain started to ease and visibility returned to normal. Once inside the harbour the rain had stopped, the waters were now flat, and all was calm as though nothing had happened.

Much thanks to Kaos and crew for calling Jia on the radio to check if we were ok. Unfortunately, conditions prevented our response to them from being heard. We also heard Kaos contacting Marine Rescue to let them know we were still out there. Jia also contacted Marine Rescue to advise we heard Kaos' call and asked them to relay the message were all OK and entering the harbour.

Lesson Learnt: make sure all your pockets are sealed up. In forty years of sailing I had never filled my pockets with rainwater, 'till now!

Jia's wind instrument stopped working once the piece of string became wet. Other participants with electronic instruments recorded wind speeds of 38 knots across the deck.

Club Captain's Corner by Rossco

Have you ever really thought why we have to hand in proof of our Safety Audits, 3rd Party Insurance and our entry forms each year?

Well, it forms a level of protection for the Skipper and the Club. Sailing is inherently risky – there are enough stories around illustrating that. Whenever the Club organises a race or a series, it has a duty of care to ensure that only those boats that have prepared their boat adequately can compete in the race/series. Having your boat prepared to a designated standard of safety (safety audit), stating which races in which you are going to compete that are at or below the required standard (entry form), and having enough money to pay for any accidents arising out of your actions (insurance) are all strategies that may mitigate the risk to a reasonable level.

Having a current Safety Audit also a method for the Skipper to discharge their duty of care to the crew. In effect the Skipper is saying to the crew that they have taken reasonable steps to ensure the crew's safety by preparing the boat to a standard that may mitigate the level of risk that the crew may be exposed to in the race or series. The Skipper is also declaring the same statement to the club through provision of the Safety Audit.

The Club also requires each boat to give evidence of current 3rd party liability insurance policy as well. This is to mitigate against the cost of any unforeseen accident that injures a person while racing. The Skipper is exposed to this risk as they are directly in control of the boat while the Club is exposed as it has created the conditions for the accident to happen (conducted a race). Therefore, boats are required to show evidence of 3rd party liability insurance before they race.

So – make sure you are covered! Ensure the Club has copies of your completed (yes – that includes signed-off outstanding items!!!) Safety Audit, 3rd Party Liability Insurance and your Entry form!!

SEAGULL DROPPINGS



The seagull saw a MOB, lucky it was after the finish Wednesday 16/11.

Probable reason could have been:

1. Panicked and jumped.
2. Was thrown off the boat.
3. Got a better offer.
4. Could not cut it.
5. Was looking for somewhere dryer.
6. Was showing off and came to regret it.
7. Didn't get the right ration of rum and jumped. "



Some Sailors thought they saw this spinnaker flying sideways: BUT that was only Smoke and Mirrors!!

Rivalry reined on Sat. 19th, forget the handicap. Just before the finishing post, "Horses Head" was a short nose ahead of Eusemere, but closer in to the Island. Roger assured the Jockey that there was plenty of water to gallop ahead! Alas, Horses Head failed to clear Roger's Rock. Grrrr

Ian Iredale, recently sold his boat, FAST LANE. His Christmas gift to all the other yacht owners is that now will get one less point added to them if they miss a race 😊. He wishes all club members a relaxing Christmas and New Year break and a safe 2021.

d'Albora Marina has put a Development Application for major works adjacent to our Club. The Club was not informed of this; the fourth attempt to expand the business; but new rules allow the council only to post the DA on their Web-Site. Objections have closed after two weeks. However the local Residents group are asking for an extension of time to consider the proposal and are questioning the classification included in the DA application.

A Memorable Wednesday on the Water by John Humphreys

There was not even a strong wind warning, but we had the race start in the middle of a 1.8 metre East-flowing tide. The Easterly wind soon rose to 25 knots, causing a sharp steep chop, making sailing really uncomfortable for the smaller boats.

Maybe "Yulunga" had a glimpse of things to come when after experiencing strong gusts whilst still on it's Salamander Bay mooring, radioed to check conditions at the starting line, to be told 15 knots and comfortable!

The five Division 1 starters got away in strengthening conditions, soon gusting to 30 knots, which were the conditions for the start for the nine Division 2 boats some time later.

Maybe "Madness" was living up to it's name by starting, but soon along with "Neighbour's Hood", "Yulunga" and "Gift Horse", had withdrawn for prudence. "Two Way Street" headed to the northern shore to minimise the effects of the chop was seen heading to the wedding cake mark under just a No 2 jib, (after taking down the already reefed main to gain more control) in a prolonged period of 30 plus knots of wind. After dropping the mainsail the boat handled much better, still making 5 to 6 knots to windward, so it was decided to continue racing as we had done most of the hard work to reach the windward mark.



Kaos, Solanda and Heron in that order, beat Two Way Street to the windward mark, but once around the mark, with the mainsail up again and now going downwind, racing was again enjoyable and competitive as the first four boats raced to the Salamander mark in softening conditions (back down to around 20 knots at this stage). With 400 metres to the finish line, Two Way Street had sailed into second place behind Kaos, with Solanda just astern. When the snap shackle at the jib tack opened in a gust and the jib flew up the forestay like an out of control spinnaker. The jib was recovered and tied down whilst Two Way Street continued under its mainsail to just hold out Solanda. All too much for Solanda as a crew member finished up in the water just over the finish line.

Well done to the Division 2 boats that finished 1st Kaos, 2nd Two Way Street, 3rd Solanda, 4th Heron and 5th Subzero. Why do we do these things in little boats ???

Division 1 had two boats finish after the three other starting boats withdrew leaving Eusemere to take 1st place and Thief of Time in 2nd place. She's The One tried hiding behind Corlette Point to reef, but still cautiously decided to retire. [Elusive tore their main and Exalte's backstay broke. – Ed.] Well done to all who ventured out.

Ballad of Jia and Betty D by Chris Bebb

Twenty years it took me, to race one just like Jia. A Swanson 32 sailed with joy and cheer.

Her sister's name was Betty D, in Newcastle she was based.
That's where we met and raced together in the Port Stephens race.

We started off Stockton Beach, in a mixed and varied fleet, the Swansons being the slowest, of fourteen in the heat.

The gun went off, we'd started. The others pulled away. Betty D and Jia entered into the fray.

Betty D took the outside while Jia more inshore, Jia with shy spinnaker and Betty with genoa.

Betty's choice was better for clearing Anna Bay, Jia with spinnaker matched her speed but course she could not stay.

Jia later dropped her kite and up went the 'headie', same size and make as Betty D's; now she was truly ready.

But Jia started to lag behind, no matter how much she tweaked, it seemed that Betty's two- spreader rig on Jia would havoc wreak.

Jia rounded Point Stephens, Betty D a mile ahead, broad reaching under genoa, as she raced towards the Heads.

Betty raised her spinnaker as she ran towards the Bay, Jia raised hers at the same time to sail closer to Tomaree.

Betty had to drop her kite to reach down to Nelson Bay, pass inside the channel buoys, and make it on her way.

The Southern Channel was her choice, passing south of Manton Bank, still well ahead of Jia as her sails they did crank.

Jia held her spinnaker and reached past Shoal and Nelson Bays, she then entered Middle Channel so she could bear away.

Betty D held the southern shore as Jia chased for all her worth. They were level as they neared Corlette with Jia much further north.

Betty D now northern bound on the final run. Spinnaker flying once again to spoil Jia's fun.

The gap between them closing as they converged towards their goal, two ladies keenly racing: both with heart and soul.

Betty D at the south end and Jia at the north, the caravan now in sight, two Swansons charging forth.

The race was almost over, crews giving all they've got, the boats were neck and neck as they squeezed out every knot.

Then the horn blasted as the first Swanson crossed the line, the other six seconds later, the finish oh so fine.

Who was first I will not say, for sailing was the winner that day, the boats and crews put to the test, we still don't know just who was best? Till next time.



BAY SAILING



On Sunday Bay Sailing Centre opened up and a few of us ventured down to help with the dinghies. Such was the response that Junior sailing starts all this week. Pictured are Newcastle Cruising Yacht Club Chief Instructor Felix Prince and Sailing Manager, Jack Buchan. They intend to be at the Club all this week instructing and welcome visitors. The coffee machine should be working at lunch-time.

Pictured also are Bill Haskell and Dinger Bell helping Cory rig a Laser.



Volunteers Needed

RSAs urgently needed Currently we have 9 RSAs on the team but due to work, family commitments and holidays there are only 4 RSAs to cover shifts this December/January. Doing bar duty is a great way to get to know and keep in touch with fellow members and to hear all the news of the day's sailing happenings. It is a role that is key to the Club's success from both social and financial aspects. PSYC reimburses the cost of the RSA course.

Post Race BBQs The Saturday post-race BBQ has died a natural death due to the lack of persons interested in doing the BBQ. If you would like to see this PSYC tradition resurrected then please email director1@psyc.com.au with a date that you would be willing and able to do the BBQ. The BBQ can easily be done, even if you have to return your boat to Salamander Bay or Nelson Bay, by dropping off one or two crew members at the Soldiers Point Marina at completion of the race.

Seeking Sub-Committee Volunteers

- **Social Committee:** Volunteers are sought to assist with planning various events throughout the year. In the pipework are Quiz night, Volunteers Day, Christmas in July and 50th Celebrations. This is a great way to get to influence social events that you would like to see at our Club. Please contact Steve Plante director2@psyc.com.au or 0477417968
- **Volunteer Coordinator:** The Volunteer Coordinator position is currently vacant. The Volunteer Coordinator is responsible for arranging Working Bees and volunteers for ongoing Club activities, eg BBQs, and other activities as they arise and does not require much time. Please contact Peta Oliver director1@psyc.com.au or 0435206650 for further information.

Skippers Survey Results

Some time ago a survey was sent out to Club skippers to ascertain and attempt to quantify crew shortage problems amongst the PSYC fleet. The survey also enquired into the level of interest that PSYC skippers had in taking on new, inexperienced crew, the perceived barriers to having enough crew and the possible solutions to this. 25 responses were received which was almost 100% response rate.

The results of the survey have been collated and the following points came out of it:

- Over the last year skippers estimated they were unable to race due to lack of crew: Never 33%; Rarely 23%; Sometimes 33%; Usually 11%
- Over the last year skippers have raced with less than desired number of crew: 1-2 races 26%; 3-5 races 41%; 5-10 races 18%, 10-20 races 15%
- 53% of skippers were wanting 1 additional crew while 27% were wanting 2 more crew. The remainder of responses were spread over 0,3,4 more crew being number of additional crew sought.
- Positively all skippers were willing to take on new inexperienced crew and take the time to do some coaching.

Crew

- Skippers revealed that across the fleet they felt they were short a total **38** crew! ie if more crew were available then all skippers felt they would be able to enter every race they intended and be more competitive.
- The ideal crew would be reliable, fit, and agile, have some understanding of sailing and basic skills. The perception is that brand new sailors can be easily accommodated on boats with the space and a balance of experienced and inexperienced crew and in reasonable weather conditions.

Perceived Barriers

- Perception that the sport is for rich people
- Boats in PSYC fleet are not fast enough and not desirable to sail on and develop skills ie once a crew has a reasonable amount of experience they will want to move to a fleet with better / faster / sexier boats.
- Perception that taking beginner sailors poses a risk/danger, especially in smaller boats where there is not the space to balance experience with inexperience.
- Asking people to become a member after just 3 races

Proposed Solutions

- Increasing visibility in the community
- Active promotion on all local media
- Targeting specific needs, ie advertising for a spinnaker hand
- Have prospective crew complete a form that would indicate knowledge level
- Have a standby list on the website with name, experience, contact details and availability.
- Adopting SailPass so people can try it a few more times before they have to join.

With the current advertising released on 10 December promoting the Marineoutlet.com.au Women's series at PSYC, now is a great time to capitalise on recruiting and coaching new sailors. To make the most of this opportunity skippers need to be able to accept that teaching new crew does take time and attention away from the helm and other crew and thus affects performance. Be accepting of the short-term loss for the long-term gain. Coaching with regard to a single new task, especially how to position the body to do the task as best as possible, cue words to listen for and where to sit/stand during various manoeuvres all contribute to building confidence in new sailors and thus skill retention and overall race performance. Recent feedback from a crew member was that it is important for skippers to remember what it is like to learn how to sail, especially with all the foreign vocabulary.

Thank you to everyone who participated in the survey.

Poul Jensen on the HOOD Table



One of our quietest and long-standing members is Poul Jensen, you could call him the Great Dane and hot toddy maker! Poul has recently relinquished his ownership of his Hood 23 "VIKING HOOD".

Viking Hood was one of the six Hood yachts used in our last Pacific Rim Challenge.

Adding up the placings of the 6 nations (Russia Canada, NZ Japan USA & Aust,) who sailed his yacht, Viking Hood gained the most aggregate points. Poul is very proud of this fact.

Poul was born in the Town of Lynes, in Denmark. A town noted for building double-ended craft, not surprisingly called "Lynes"! They were produced in great numbers as work boats, but given a keel and mast, they became successful yachts.

When Poul emigrated to Australia aged 35, he set up business in Sydney. There, his love of sailing prompted him to build a mould of a 14ft Lynes in his workshop. One hull was purchased by club member Alan Croft: mentioned in Alan's story in the November Bilge.

Poul's first Australian yacht was a 41ft Formosa Ketch complete with long bow-sprit. It was named Captain Bligh. Too big for racing, it was used to cruise in and around Sydney Harbour. One day Poul was approached by a sailing instructor mate to take out four sailing apprentices for some Ketch Ocean experience. Poul obliged in an interesting way!

They had sailed only to Terrigal when the Southerly buster hit. As the clouds went dark Captain Bligh started to heel over alarmingly and the crew were ordered to douse all sail and motor north toward safety into the steepening waves. Just then the motor stopped!

The Ketch had an extremely deep bilge. Under the floor boards, they found it completely full with an oily sickening slick and a distinctive thump sound as Captain Bligh pounded to each swell.

Things happened quickly from then on. Bailing buckets lowered the water to reveal the 400L fuel tank had floated above its mounts, dislodging the fuel line and spewing diesel in and over the now fetid cabin sole. The cause was a broken sea cock. With 40 to 45knots of wind and drifting, an SOS call went out for the Pittwater Police launch to tow them into harbour, but not before Poul became famous on the Sydney Nightly News with no less than four TV Helicopters taking footage. Poul still has the footage and newspaper cuttings.



When Poul settled in Port Stephens he purchased his second keel boat, a Sparkman and Stephens S&S 42, built in WA. It had the fascinating name of SYZYGY!! (YES, it is indeed an English word; having six letters with no vowels!) Google says when the earth and the moon and the sun are aligned, they are said to be in syzygy. What a name for a yacht!

When, Poul decided to cruise Syzygy to Lady Musgrave Island sailing via the Brisbane River, the Great Sandy Straits and through the notorious Inskip Passage. He recruited three of our hearty club members for the trip. John Sharp, Barry O'Toole and Tony Williams. Tony was apparently a gun spear-fisherman! It was one of their best trips, no-doubt fueled by beer and Port.

Next, Poul ventured out to Lord Howe Island in Syzygy with near disastrous results. On board were Barry O'Toole, Neil Wappling and Bill Heinz. They checked into the Island after paying Mr Wilson the Harbour-Master (and everything else on the Island), for a mooring and all was great until the return sail.

West of Lord Howe there are Sea Mounts which can cause rough seas; and usually do, but added to this, another East Coast Low of 70 knots hit. Quickly the yacht was stripped of all sail and they slowly motored toward the mainland. A large swell then hit the yacht. Barry O'Toole had strapped himself at the helm and the remaining crew went down below; then a roller knocked the boat flat with her mast touching the water. Barry was up to his waist in water and some entered the cabin. Bill Heinze was thrown across the cabin slamming into the other side and injuring his neck. They had to get him home; without further injury. The best they could do was to partially go with the southerly swells to Coffs Harbour, where Bill was hospitalized with a fractured neck vertebrae.

"Gee Poul, you have had some remarkable exiting times." I said. "But I heard you have had a flying accident, tell me about that incident."

Poul explained that he was a Gliding Instructor at Leeton Airfield one day and had just landed ahead of a dust storm. A fierce willy-willy (mini tornado) swept across the field gathered up his glider and spinning it around and around in a blinding dust storm, knocking him unconscious and carrying it over the high fence and well beyond.

"They found me hanging out of the cockpit with one leg dangling out. That's why I have a frozen ankle." Then he quietly said. "There were tree leaves stuck to the wing edges, but I did not know anything about it!!!"

Next time you pass the "Hood Table" you might think what memories lie within.

Upcoming Events – Save the Date

Next **Strategic Planning Meeting** will be held on 2 Tuesday February 2021. If you would like to be involved please email Rick Pacey vic.commodore@psyc.com.au

2020 **Volunteer Day** postponed until next year. Date set for 21 February 2021. Due to COVID there will be a change in format. Food will be catered and a ticket for one free drink at the bar. Invites will be sent out late January or early February.

Christmas in July – Christmas Lunch on Sunday 25 July 2021. If you would like to assist in planning this event please contact Steve Plante director2@psyc.com.au.

PSYC 50th Celebrations – Please contact Steve Plante director2@psyc.com.au if you would like to contribute to collecting historical information and organising the celebrations. If you are a founding member or know any founding members we would like to hear from you.

Marineoutlet.com.au Women's Series

This series is just around the corner with the first race scheduled for 9 January 2021. Up for grabs each week are vouchers from Marineoutlet.com.au for first place in each division. There will also a draw for a 3rd voucher each week for female participation.

How to participate:

- *Contact Cherylle Stone or Peta Oliver if you are looking for a female to crew and the dates you intend to race.*
- *When logging on with the race starter register your participation in the women's series if you have 1 or more women on board.*

Advertising went out on 10 December and to date 14 women have made enquiries by phone. Four have already been out for a sail and 5 are planning to sail Wednesday 23 December. After seeing the survey results showing that PSYC fleet needs another 38 crew, the promotion of this series will go a long way to filling those gaps.



image supplied by Bruno Coccozza Photography

**SAILING OPPORTUNITIES ON
WEDNESDAY & SATURDAYS
NO EXPERIENCE NEEDED**

PORT STEPHENS YACHT CLUB
MARINEOUTLET.COM.AU
Workings Series

JANUARY TO APRIL 2021

JOIN THIS FUN & SOCIAL SPORT

**LEARN TO SAIL AND
CREW OPPORTUNITIES AVAILABLE.**

FOR MORE INFORMATION:

Peta Oliver ph: 0435 206 650
 Cherylle Stone - contact via FB messenger
 psyc.com.au || marineoutlet.com.au



Port Stephens Yacht Club

Board Members

Commodore	Michael Kirby	commodore@psyc.com.au	0423 792 829
Vice Commodore	Rick Pacey	vice.commodore@psyc.com.au	0417 544 230
Rear Commodore	David Simm	rear.commodore@psyc.com.au	0412 682 167
Club Captain	Ross (Rossco) MacDonald	club.captain@psyc.com.au	0438 288 684
Honorary Treasurer	Ann Evans	treasurer@psyc.com.au	0438 295 246
Secretary	Marina Budisavljevic	secretary@psyc.com.au	0404 126 962
Assistant Secretary	Lotte Baker	assistant.secretary@psyc.com.au	0403 259 352
Director	Peta Oliver	director1@psyc.com.au	0477 417 968
Director	Steve Plante	director2@psyc.com.au	0435 206 650

Other Committee Contacts

Newsletter Editor	John Grainger		0429 842 476
SheSails Representative	Cherylle Stone		0407 984 113

Please do not use old email addresses: psyc_board@outlook.com or psyc_secretary@outlook.com.

CLUB SPONSORS

