



Port Stephens Yacht Club
Ridgeway Ave
Soldiers Point 2315

Some of the weather we have been in lately

Commodore's Report

At the time of writing this report NSW Health has issued new Covid – 19 orders, effective 6.00pm Saturday 26th June 2021, which impact the operation of PSYC. Last Saturday we managed to get our Winter Point Score racing and presentation completed before the 6.00pm cut-off! Yesterday I sent PSYC board members my review and recommendation on the NSW Health Orders for regional areas and we have now issued an e-mail to all members outlining our path forward and updated the COVID Plan on the website. The good news is we can keep sailing, with some restrictions post-race for club attendance. Seeking all members support in keeping our club and members safe.

Welcome aboard to Penny Meakins having joined the PSYC board as Club Secretary, Penny attended our last board meeting (June), her sailing and working life experiences will be a great asset to our club, so when you next see her, give her a hearty congratulations. Wendy Mountford is now looking after the Bar Roster, Wendy has also introduced the "Wine of the Month – a Red & White" give them a go, affordable and full flavoured, welcome aboard to our new RSA's as well!

I also completed my RSA and Licensee in Charge training, presently working through the final transfer of Licensee with NSW Liquor & Gaming should be sorted early July.

On the social side our “Wine Tasting with Tynan Wines” night was a great success, next is Xmas in July (25th) bookings are required please contact Steve Plante to join or reserve your table, I hear Pete Symes will be show casting his guitar skills on the night.

A “heads up” I have been in preliminary discussions with a very successful Nelson Bay bakery owner, who is himself a chef, about initiating a monthly Friday night “hearty meal & bread” function at PSYC in addition with a guest speaker, watch this space for details.

Board discussions have commenced about developing our FY21/22 operating financial budget, with the major item being making a recommendation as to the fees for yacht owners, sailing crew and social members effective 1st September 2021. With the lease sorted for the next ten (10) years we can now focus on improving our club and racing facilities, with budgeted plans and defined time frames.

Happy to receive members feedback and input about your club at any time!

Michael Kirby

Commodore

COVID RESTRICTIONS

PSYC and New COVID-19 Restrictions introduced at 6pm 26 June 2021.

Your Board is doing what we need to keep you safe and to keep the Club open. At this stage the Club will still be open for all planned events and post-race presentations with the following limitations in place:

- Everyone must login using the QR code at the door.
- COVID Marshall on duty when the Club is open.
- 1 person per 4m² which limits numbers attending the Club to 25 downstairs and 30 upstairs.
- Masks must be worn in the Club by both members and volunteers on duty.
- All patrons must be seated. No standing and drinking.
- Start volunteers in the caravan must wear masks and are limited by the 4m² rule – only 3 people permitted in the caravan at once. Anyone visiting the start please respect this and maintain 1.5m social distancing.
- COVID sanitising of surfaces at the Club
- If you are feeling unwell or have any COVID symptoms do not come to the Club.
- All visitors who live in or have visited the Greater Sydney area, including Wollongong, Blue Mountains and Central Coast areas, will not be admitted to the Club until after 9 July 2021, at the earliest.
- Members who have been in the Greater Sydney region (including the Blue Mountains, Central Coast and Wollongong) on or after June 21 should follow the stay-at-home orders for a period of 14 days after they left Greater Sydney.
- No changes to racing

Given all of the above we are calling on members to volunteer for COVID Marshall Duty on Wednesdays and Saturdays from 3.30pm. If you could possibly assist at these times please contact Peta Oliver on 0435206650 or email director1@psyc.com.au.

Keep safe and stay informed via the NSW Government website

<https://www.nsw.gov.au/media-releases/covid-19-restrictions-extended-nsw->

Vice Commodore Report

Hello all and happy sailing. What is happening with the weather! We are going for the most races missed due to Gale Warnings. That aside, things happening at the moment are:

Getting plenty of racing in with our Winter season in full swing including a successful sprints series, thanks to John Humphreys and his team for the good mark laying work.

No luck however with our Winter race to Newcastle with boats away and crew helping, plus the weather was horrible with all races abandoned that weekend.

Our TopYacht trial is no longer a trail and in full swing with the system used for our Winter Saturday races and published on the web. Go to our results page and click on the link. Your suggestions and feedback are welcome.

Our SIs have been updated to be more friendly on points (A5.3) which means if you turn up and log on with the starter, or score a DNF, DSQ, etc you get awarded the number of starters plus one more.

And a reminder that the sign off time limit on finishing a race has been reduced to 15 minutes.

Happy sailing, stay away from the hard bits and see you out there on the water.

Rick Pacey – Vice Commodore

Welcome to New Members June 2021

Crew members - Jenn Hills, Pieter Truter, Peter Zerbes, Tom Szabo, Tad Foley.

Social members - Andrew Zielinski, Peter Saxon-Williams.

Membership Matters by Peta Oliver

Just a reminder that the membership year does not finish until the end of August. Utilising more features of the REVsport software, that Australian Sailing provides for affiliated clubs, we will be issuing invoices for membership renewal fees for the 2021-2022 membership year, which runs from 1 September 2021 to 31 August 2022. Invoices will be sent on or close to the 1st of August to give you time to pay by 1st September. The payment methods available will be listed on the invoice. Please bear with me in setting up this new system. While I am hoping there will be no teething problems, I would not be surprised if we need to iron out a few wrinkles here and there.

At the last Board meeting there were some robust discussions around budget forecasting looking at various income streams and increases in various expenses, the largest of that being the increase in rent with the signing of the new lease. Unfortunately, the flow on effect is that there will be an increase in membership fees and the discussion at board level is ongoing with the intent to keep the increases as minimal as possible while keeping PSYC in a good financial position to guarantee the longevity of the Club. The next board meeting on the 19th of July will have the membership fees for the next year finalised.

VOLUNTEERING IS A RESPONSIBILITY AND LOTS OF FUN!

By Robin Foley

My husband, Tad and I have been cruising on our Fountaine Pajot Helia 44 since 2014 and when we returned home in Shoal Bay, knowing we would be land-locked for the foreseeable future, I decided to seek out an opportunity to sail in Port Stephens.

Luckily for me, I met a number of supportive and friendly women who introduced me to Port Stephens Yacht Club where I became a member at the beginning of 2021.

Knowing that clubs always have volunteering requirements I asked about PSYC's volunteering obligations and was told that anyone can help but very few people do. I was surprised that being required to do some sort of volunteering work was not part of the membership but resolved to help out when and where I could.

When Peta's request for bar volunteers came out, I decided to sit down and complete the RSA course online (more flexible as you can stop and start as time permits) as the schedule for class-based courses did not suit my time available. And guess what? The Club even pays for the course, so it's just time that you are donating!

I had my first bar induction/training on Saturday, 26 June with Peta and she was an excellent trainer. Very patient with my mistakes and my endless questions, she guided me through the various procedures involved. The best part for me, however, was meeting the members during the course of the afternoon, as Peta graciously introduced me to people as they came to the bar to place their orders. I had so much fun. I am hoping to have my second rostered day on this coming weekend!

All the members were most kind as I was rather slow, at first, to complete their sales (I'm still learning which beers fall under which price category!). Lots of smiling faces, plenty of patience and some even thanked me for doing bar duty!

Now I have a question for all the members out there – social and otherwise – how many of you have engaged in some sort of volunteer work for the Club since you joined? From what I can see of the bar roster, at the moment there are only 8 people to fill the twice weekly bar duty requirement. Newcomers to the duty need supervision for the first couple of times on duty, which means that two people are needed for that duty some days. What it boils down to is that all you members out there coming in and enjoying a drink or three and a good chat after sailing, are able to do so because of those 8 people being available and willing. I'm going to be sailing on Wednesdays again soon, and so that will leave the burden of my absence on the others. I realise that not everyone is able or willing to complete the RSA course and do bar duty, but there are many other volunteer opportunities available at our Club which might only take a couple of hours every so often. Peta is our wonderful volunteer coordinator who has worked and continues to work tirelessly to make sure all the various jobs are filled. But honestly, why does it have to be the same people doing all the work and the same people sitting back and enjoying the benefits?

AH, NEWS FROM The BAR

Wendy Mountford has kindly submitted this article News from the Bar. Let's hope it is supported and becomes a regular feature.

This month we have introduced 'Wine of the Month', wines. For the month of June they are a Shiraz Durif blend from "Dark Corner" and a crisp Sauvignon Blanc from "Caravan".

This initiative is to showcase Australian wines at reasonable prices offering the opportunity to taste some not so well known varieties as well as the usual favourites.

Each month we will offer both a red and white wine from popular wine regions and welcome feedback and suggestions. You can find the newly introduced suggestion box on the counter at the bar, just under the bell or just let the person on the bar know what you think of the new wines.

Cheers, Wendy

NAVIGATION TRAINING with Clive I. Jones (THE COOL RUNNING ONE)

Covid permitting we have our next training social night on Fri 9th July @ 6:30pm for a couple of hours.

Cost \$10 at the door.

Our own YachtMaster and Instructor since 1986, Clive Jones (Jonesci version) will share with us from a basic level to a little more advanced knowledge on modern navigation without a Chartplotter. Yes we still need to know how to do it when the electrics fail us.

We'll look at working out a simple passage plan, and understanding what is needed to be able to get there safely. How do you plot a safe course, how to check where you actually are, when will we arrive, what is the tide doing or going to do. Lights and bouyage and some ColRegs will be included and of course what are all those "things" on the charts. This will be essentially theory based in a presentation rather than hands on due to the time limit - but if there is enough interest for a more in-depth course with your own charts we will look at that.

Fair Winds

Clive

CHRISTMAS IN JULY

Lunch will be served and drinks served. Come along and celebrate our "**Christmas in July**" Lunch. Judy and Steve Plante have put a lot of work into this event which should be booked out.

The bar will open at 12.00 and food will be available from 13.00. We're intending to put on traditional Christmas fayre that will include roast turkey, carved ham and full vegetables. For those still capable of eating, we will then serve Christmas Pudding and Mince Pies. To complete the afternoon, we are planning on a live band, streamed music and games before wrapping up at approx. 16.00-ish. Bring your smiles and Bon Homme!!

Captain's Corner

Hey Boat Owners! YACHT SAFETY AUDITS ARE COMING

That time of the year is coming up! Yes it's Equipment **Audit time!!!** Please ensure that you have your audits done by the start of the season (September). <https://www.psyc.com.au/programme/sailing-programme/equipment-audit/>

Speaking of Auditors, the club needs some more. It's an Australian Sailing course and the club will pay for it. The best part of being an auditor is that you gain lots of experience by seeing how other solutions work, how they are stowed and how many beers are stored on Thief! Well, maybe not the Thief bit.

Please MEMBERS put your hand up - it's not an onerous task and will help the club meet OUR duty of care.

Yacht Register

as at 24/06/2021

This represents the current boats registered for racing with PSYC. If you have any updates, contact. Roscco MacDonald club.captain@psyc.com.au 0438 288 684

Yacht Name	Name	Surname	Yacht Type	Sail No.	Length (ft)
51st PROJECT	Julian	Bell	Beneteau 51	7109	50
CHILLI	David	Simm	Corsair 24	C750	24
COLORADO	Pradice	William	Hunter 39	H39	39
COOL RUNNINGS	Clive	Jones	Eureka 34	580	34
ELUSIVE	Rick	Pacey	Bavaria Match42	6608	42
EUSEMERE	Jack	Miaskowski	Jeanneau 11	PS 207	36
EXALTE	Craig	Tucker	E-Yacht 332	5872	33
FRIENDS	Peter	Symes	Etchell	1049	22
GIFT HORSE	Andrew	Parsons	Beneteau 18	PS18	18
HANINI BAY	John	Nederlof	Passage 33	4339	33
HERON	Steven	Jory	Hood 23	1348	23
JIA	Chris	Bebb	Swanson 32	259	32
KAOS	Ross	MacDonald	Cole 32	SA59	32
KARDINIA	Edward	Bowen	Hood 23	3769	23
LIBERTY	Shepard	Shep	Jeanneau Sun Od.	Zero	34
MADNESS	Alan	Croft	Gerry 14	25	14
NEIGHBOURS HOOD	Martyn	Jeggo	Hood 23	MH 126	23
RAPTOR	Richard	Kerr	Elliot 9.6	6368	32
SERENADE	Stuart	Manley	Adams 21	39	21
SHE'S THE ONE	Michael	Kirby	NSX 38	5713	38
SMOKE & MIRRORS	David	Rundle	Enigma 34	M7	34
SOLANDA	Peter	Ballard	Santana 22	649	22
SUBZERO	Cherylle	Stone	Grainger Cat.	PS75	43
THIEF of TIME	David	Ramsay	S80	2725	26
TROPPO	John	Gleaze	Elliott 7.8	5	26
TWITCHER	Steve	Plante	Beneteau 35	4944	35
TWO WAY STREET	John	Humphreys	Noelx 25	1000	25
UNA VITA	Ken	Peachey	NorthShore 11.2	MH 11	37
XENA	Toni	Fox	Jeanneau Sun Od. 349	8349	34
YULUNGA	John	Grainger	Spacesailer 27	36	27

SUB ZERO DISMASTED

Cherylle Stone has kindly responded to my urgent request for an article of her latest adventure at a time of some disruption. She having just arrived back two days before.

As Cherylle is our SheSails representative, it is significant that she was rescued in the dark, at midnight, by a female skipper and another girl in the crew of five. Below is her account. (Ed.)

THE STORY

On the night of July 12, my 12.5 metre Grainger catamaran, Subzero, was dismasted!

The incident occurred about 15 nautical miles north east of Yamba as we were making an overnight passage from Coffs Harbour to Southport. The boat was sailing north with a reef in the main and the wind was WNW averaging about 15 to 18 knots and seas were about 1 metre, conditions that the boat and crew could handle with aplomb.



At 2115 there was a loud bang as the rig fell to the starboard side of the boat. I immediately donned my life jacket and tether and found the angle grinder and we set about cutting the 2 side stays and disconnecting the jib furler. I was unable to safely reach the pin for the screecher so we cut it away with a knife.

The mast was broken about 3 metres from the base and lying over the starboard side in front of the dagger board while the boom was on the cabin top. Once we had cleared all lines and stays we attempted to push the boom overboard but it caught on the dagger. It was too risky for us to attempt to disconnect it from the mast so Mike used his phone to call Marine Rescue Iluka Yamba at about 2230.



They arrived in their 38 foot Steber at about midnight, coming along the port side, and passed the tow line to us which I put on the port cleat. After some discussion it was decided the boat would tow better if the line was on the starboard side.

In the process of transferring it, I stepped through the starboard trampoline which had been partially dislodged. Fortunately I kept a firm grip on the tow line and Mike hooked my tether over a cleat. I attempted to climb back up but it's nearly a metre high at the bow and my upper body strength is not as it once was. The rescue vessel backed up to within a couple of metres of the bows, Mike released my tether and I hand-over-handed on the tow line to the stern of the Rescue boat where three pairs of hands hauled me and my self-inflated life jacket over the stern.

From Marine Rescue's perspective they had a casualty who could be at risk of hypothermia and or shock so the crew quickly got me to discard my wet outer clothes and gave me a Marine Rescue wet weather jacket, trousers, new lifejacket and skipper, Marg's socks. I was then wrapped in a warm woolly blanket and offered water and lollies and had the privilege of observing at first hand the extraordinary professionalism, competence and compassion of this team of 5 who constantly communicated with each other, me and Mike (by phone) for the duration of the 5 hour tow back to Yamba where we anchored inside the breakwall with rig still attached.

Later that morning a shipwright appointed by the insurance company helped us to remove the rig and buoy it until it could be salvaged after the long weekend.

An assessor came up from Sydney the next weekend and pieced the pieces together. He concluded that the lower port (windward) spreader, had probably broken at the mast joint. This would cause the mast to break where it did. There was no corrosion evident.

Lessons learnt. There are some obvious lessons to be learned, foremost of which is that I could have avoided a swim if I had secured the tramp with some extra line before mucking around in its vicinity. If you don't want hassles with the insurer, make sure the boat is fit for purpose. Subzero was re-rigged in 2020, the sails were only on their second outing and the boat has all its equipment in good order. Neither of us were injured, the boat was not taking water, we were drifting offshore and there was no immediate danger so the EPIRB stayed unused in its holder.

The VHF antenna is at the top of the mast, shutting down the main radio and the AIS signal. The hand-held VHF is only good for short distances so the next communication option was by phone. Had we been out of mobile range, we would have used the satellite phone.

Rob's Passage Planner, a book that has lots of information for passage making along Australia's east coast, is an excellent resource for quickly finding contact details of each VMR.

The big bolt cutters were never meant to cut the stays but they made short work of the wiring at the base of the mast.

While we were unsuccessful at ridding ourselves of the rig it did help that we could dislodge most of it from the deck by cutting the stays with an angle grinder.

The knife with combined serrated and straight edge in the cockpit was blunt and was quickly replaced by a very sharp one from the galley.

The dismasting would have been a whole lot less complicated if we had been able to ditch the rig overboard at sea, not least because of the risk

to the integrity of the hull during the tow. On the other hand, pollution of the seabed has been minimised and an "autopsy" has revealed the probable cause of the dismasting.

The Marine Rescue crew were back to visit us on Saturday, Sunday and Monday, Marg to return my clothes, which she had washed and dried immediately after finishing the tow and everyone to check on our welfare. What a champion team.

Cherylle Stone. Owner and skipper of Sub Zero.



**Start of
Newcastle race
to Port
Stephens. Go
51st.**



Middle Percy Island's famous A Frame Hut

By John Grainger



For those Cruising Yachties, I am delighted to report that the famous Middle Percy Island is again in safe hands. Eight months ago one brave couple Annie and Robin Cooke took out a 20 year lease on the Island which is South East of Mackay. The Island has had only two other owners in the last 40 years who have all welcomed yachties passing to and from the Whitsunday Islands. The A Frame hut at West Beach is now festooned with hundreds of items left as a memento of their yacht's visit. The oldest which have lost their inscription have been removed, but hundreds remain.

For the privilege of using the facility Annie and Robin ask that you consider buying their free range eggs and their local honey produced from the native flowers on the Island. They are also working on a Honey Mead brew.

Steve, the handyman, helps by bringing firewood down to the beach at 4pm for the sundown fireside Yachtie's Yarn session. Steve told me he was born at West Bay on a rocky outcrop a few hundred yards offshore, when his father was the Light House keeper there. The Light House is now re-erected at Mackay as a historical exhibit.

A Wooden Boat Story

Hey for all you people who truly love wooden boats, move your curser over the purple link below, then press control and left click. It is a lovely story of a restored wooden boat: Well almost!!

https://www.woodenboat.com/varg?utm_source=MC&utm_medium=Email&utm_term=content&utm_content=Image&utm_campaign=Email-WBN-2021-06-06

Seagull Droppings

1. **GOLF** : Congratulations to Heather Atkins for winning the Ladies division of the Ingenia Holidays NSW Veterans Golfer Association's Matchplay Championships.



It seems that not only can Heather wield a mean Marine flag up a pole, but she can hit a little white ball to land very close to one on a stick!! Well done Heather.



2. **Whoops.** On Wednesday 16th a Div 2 yacht, was disqualified when it tried to sneak around the North of Boondlebar (Middle) Island when finishing from East to West! The irony is that she would have finished better by keeping the island to starboard in better wind! The seagull would like to remind you that horse-ing around does not pay! (Ref. Sailing Instruction 13.3)
- 3 Saturday 26 June was a **bust-erly** day. Two boats ripped a spinnaker (Exalte & Thief of Time) one ripped a headsail sail (Elusive) and one narrowly avoiding a dismasting.(Friends) The wind was not over 25 knots!! Elusive lost the headsail only minutes to the start, was over 6 minutes late to cross the start line and still came second! Thief came first despite the torn-in-half spinnaker.

Rigging failure a near dismaster!!

Peter Symes Skipper of the Etchell "Friends" is not a friend of rigging failures.

Tacking happily on port just passing to the west of TNL, when the port inner shroud let go with a loud BANG! We immediately tacked and onto starboard, eased sheets and headed for the lee of Soldiers Point. From there it was an easy job to drop the sails. (The marina instruments recorded 24 knots just after 1300hrs).



What you can see from the photo, is that the fitting was almost corroded through prior to the event! I am not

sure that a visual inspection would have identified the issue though.

For safety I need to replace four fittings, cost between \$200 -\$720.

(Waiting to hear from Phil Smidmore, Etchell guy from Pittwater.)

Cheers Pete.



STARTING CARAVAN



If you arrived during the yacht racing on Saturday you would have been confronted with the most amazing lot of instructions for the forthcoming event. An explanation might be that Madame Starter had had a seizure and invented a new set of flag instructions, but in fact it is a notice to all yacht members that the starters need help.

Well yes, Help initially with the washing and next their caravan. Heather Atkins sent me a photo of the flag pole adorned with all their flags as a matter of interest.

The caravan had leaked so badly

that all the flags were saturated.

Heather had washed all the flags and had to get them dry quickly before the end of racing.



When I visited the caravan I was shocked at the state of the van. The next two photos show the long term mould on the ceiling, a cracked window and moisture coming through the wall. A most unhealthy place to work, especially on a cool blustery afternoon.

Heather, Jenny and Judy were sitting in a sea of mold!!

I think we can do better. John Grainger (ed.)

Updates to the Website By Paul Sinclair

Our new Website Coordinator is Paul Sinclair, he has done a fantastic job with two new innovations. Please try out the links below and see what Paul has achieved.

The first of these is the "Buy, Swap, Sell". This can be found under the Sailing menu. If you are looking for something, try looking here. If you have some stuff in the shed, that you don't need and you wish to give away, swap, or sell, then here is a free service to members. Visit the page and you will find information about what you need to do and an easy form to complete an advertisement.

"Buy Swap Sell" Control and Click here <https://www.psync.com.au/buy-swap-sell/>

News & Events has had a significant upgrade. The original sailing news is still there with information about what is happening relating to sailing. Upcoming Social Events is a new section where all forthcoming social activities will be advertised and updated. You will have missed the Wine Down Friday but visit the page to check out Christmas in July and the forthcoming 50th Anniversary Celebrations.

For **"Events page"** Control and Click here <https://www.psync.com.au/upcoming-social-events/>.

If there are items that need to be added, please contact one of the directors and they will organise to have it posted.

If you have any suggestions about new pages or improvements to website, please contact Paul Sinclair, 0402 034 615 or via WhatsApp Sailcrew.

DAVID LUKS BUILDS A BOAT

At Lemon Tree Passage



On our last cruise to the Barrier Reef in our Hallberg Rassy 39 "Lavinda" in 2017, Chris and I decided the mainsail was getting too heavy for me to hoist and we needed to down size. We had cruised from Townsville to the bottom of Tasmania and loved exploring the rivers and inlets. So decided to get a trailerable powerboat, and see our favourite areas again and all the other smaller rivers that a tall mast (17m) and deep draught restricted us from exploring.

After much research and following boat sales, nothing was available that suited our requirements. We didn't want a fast planning boat as most of the time is spent at anchor. So we decided to build just what we wanted. For a design we had John Sayer draw a hull that was 7.3 m X 2.4 m (trailerable) and as fast as possible, economical, but not planning. We did see a boat of his, while we were anchored inside Fraser Is and it was travelling so well with no wash, so found out who designed it.



The construction is a simple chine type using foam and fibreglassed with epoxy. Like a surfboard. It's Divinycel 15 mm thick. More expensive than plywood but lighter for performance and towing behind the car. It is a new material to me so its been a lot to learn.

After two years I have learnt so much and getting better and faster.

All the local boat-builders are thoroughly sick of me calling in and asking questions of our next stage. Chris is sick of mixing resin too.



We planned the cabin and interior to suit our needs, and made a model to get a better perspective. Despite all the effort we are constantly altering the plan. It's hard to know what is required on an extended trip when shops are not far away. Six months on the yacht required so many supplies and spare equipment.



The build has been going for two years now and with luck the

launching should be before the end of the year. Already we have all the equipment to fit out, motor 60hp Suzuki and trailer. I have given up sailing again (temporarily) to get more hours in on the job.

Won't be long and Chris and I will be motoring through the race fleet on a Saturday annoying everybody. But not leaving a wake, like a Riviera.

Footnote: *This is a very special boat; David has made the hull entirely without metal fastenings. Even the cleats are made from ained four new mwmbbers.special fibreglass material and glassed to the hull sides, while the door hinges are also made from fibreglass straps enclosing stainless rods.*

WINE-DOWN UNDER - Wine Tasting by Tynan Wines.

Some "Wine-Down" it was!! On a cool Friday night in early June. Our very own local Wine Maker Tynan Wines in Georges Road, provided for a lovely selection of 5 different wines to be tasted by the 73 people who came along. A last minute offering from Two Bobs Bakery), also meant we had some beautiful breads to chew on and soak up the alcohol. (No sour grapes there, but it brought in the dough!)



Jonesci MC'd the event and Mark and Anthea educated us on the origins and subtleties (usually beyond me) of what were fabulous wines - right through to the "breakfast" wine - what a way to start the day. I bought a couple of those and have to go back to their Cellar Door for more. While I think of it Anthea is also a Chocolatier - what a great combination.

For those who missed out, Mark Tynan started Tynan Wines in 2009. He has a Master in Viticulture and Oenology from Charles Sturt University. They focus on producing small batches of premium wine using the best grapes they can find from vineyards in regional NSW and Australia. Not every region can grow the best grapes of all varieties, so they get out on the road and find expert grape growers with a history of producing excellent crops,. The bring the grapes back to the Hunter Valley to make fine wine. It must work well because they have a long list of medals to show for their work.

Marine Outlet and Tynan's both gifted a lucky door prize too.

Thanks to:

Peta Oliver, Toni Fox and Deb Wellwood for organising and marketing and preparing the Club. RSAs Donna Wilcock and Alex deCrespigny for volunteering to be on the bar. Additional last minute helpers on the day for setting and packing up - Ross MacDonald, Pete Symes, Terry Wilkinson, David Enderby, Wayne Wilcock and of course our ever present Commodore, Michael Kirby, for meeting and greeting with champagne to hand out! It all helped the night run smoothly.

Everyone who purchased wine on the night contributed too, because Tynan Wines donated 10% of their sales on the night to the Club. The Club did well with an overall benefit of about \$450. Over and above this we ended up with four new members!



Yacht Delivery Gone Wrong

on way to Port Stephens

By Lisa Callaghan

In early April 2021, Lisa Callaghan was delivering her Sydney 38 'Mondo' from Sydney to Port Stephens with three crew members when they experienced a medical emergency on-board.

Here Lisa recounts the events of that delivery and a few lessons learned from the incident:

Based on the forecast favourable conditions we decided to depart Sydney at 6pm on Saturday night. There were four of us on-board.

A bit of breeze came in so we decided to put the headsail up to make the trip a bit faster, it's more enjoyable.

Around 8pm, we started our first watch with two people down and two up at all times.

During the 10 – 12pm watch this incident happened.

I had taken the first watch so, was down below at the time with my watch partner when the helmsperson seemed to become a bit disorientated and ended up doing an accidental 360. I could hear the conversation between the two crew members on deck; he apologised and they seemed to get back on track, so I stayed in my bunk.

Then it happened again. The crew member who was steering became very disorientated, fell down to his knees and then started to lose consciousness. The other crew member tried to rouse him, but he was in and out of consciousness and his speech was slurred.

By that point everyone was up on deck, all wearing offshore gear with lifejackets and tethers, including the crew member who was now pretty much fully unconscious. We got him into a comfortable and safe position at the stern and tethered him to the yacht. I then nominated a crew member to sit with him and monitor his condition, and put the other crew member on the helm so I could call for help.

Initially I called ambulance NSW to get advice about what to do with the patient, and then contacted the police and Marine Rescue NSW via radio to coordinate help to get the crew member medical assistance.

I was instructed to set off our EPIRB so they could accurately track our location and then head towards Lake Macquarie, which was our closest port.

As I am most familiar with the yacht, I decided that it would be best for me to take the sails down and secure these. We turned on the autopilot while this was happening so the crew member on the helm could assist with this, and then motored to Lake Macquarie.

It was about a two hour motor to meet Marine Rescue NSW who were waiting with paramedics. They came onboard and assessed the crew member before deciding he should be taken to the hospital for further treatment and monitoring.

He was still unconscious at that time, so was put on a stretcher and transferred to the Marine Rescue NSW boat and then to the hospital.

We continued our way to Port Stephens, but during that time were in consultation with the police about his condition, which seemed to be deteriorating.

After arriving in Port Stephens we were relieved to learn that the crew member had come around and was doing well.

Apparently the cause of the episode was a bad reaction to a new brand of seasickness pills he had taken before departing on the delivery trip which had reacted badly with some of his other prescription medication.

The next afternoon, he recovered and was discharged from the hospital.

Lessons learned:

Lisa has dissected a few of the lessons she learned from this event:

1. We did have a number of difficulties with communication along the way because our radio had been switched to low power during rigging work before the trip, so at a distance offshore, the communication was difficult. Luckily there was another yacht acted as a go-between with Marine Rescue NSW so we could receive their instructions, however in the future I would make sure to check that the radio communication was correctly set-up before departing for a longer trip.
2. After transferring the crew member, the police were looking for assistance to identify him so they could contact his next of kin and retrieve his medical history. He was a new crew member, and I realised I didn't have enough details for the police to properly identify him. I did have his AIS number, some basic contact information and his club member details, however this was not enough to help the police with their enquiries (especially at 2am!). Even his personal EPIRB (which was on his body) was not of assistance. We really needed his full residential address and emergency contact details in order to help.
3. When the incident happened, my first call was to the ambulance. However, I was advised that it's better to make the first call to the police, at least in this situation (where his condition was stable). The police need to coordinate the search and rescue, so by speaking with them first, you would save a bit of time and can then be put through to the ambulance to discuss interim medical treatment.



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