

## Commodore's Report

On the 5<sup>th</sup> of August members were advised that PSYC clubhouse was closed and that our sailing programme was suspended till further notice in compliance with NSW Government Covid Health orders, as we all know the situation remain the same today. The best we can expect is that the current level of restrictions will be eased on Friday the 10<sup>th</sup> of September but at this stage it is unclear if there will be other requirements placed in terms of opening the club or restrictions as to the number of sailors onboard yachts. The PSYC website is updated regularly as well members are e-mailed with the latest developments and both are our official source of information on Covid restrictions.

By now members will be aware that planned events – Two Bobs Friday social night dinner and Xmas in July have been cancelled and our PSYC 50<sup>th</sup> Anniversary celebrations have now been pushed back to October 2021 to a date still to be confirmed but I suggest it will be in the latter part of October. A big thanks to Peta Oliver, Toni Fox and Greg Howes who managed the design, logistics and ordering of the PSYC 50<sup>th</sup> Anniversary Shirt there are some size delays but all things being equal should be available by late October for distribution to members, a few extras have been ordered and can be purchased from the club.

The 2021/22 sailing season due to start in September is also “suspended” it would be very exciting if we could at least resume our sailing programme on the 11<sup>th</sup> September which would be a point score race. Vice Commodore Rick Pacey has a draft Spring Programme but waiting to release once we have some certainty!

Recently I have received correspondence from several members seeking more detailed information with regard to PSYC, financials, leases, growth plans, strategic direction and our communication to members. During the lease negotiations with Port Stephens Council members attending the club post racing were briefed regularly by myself and the Rear Commodore and written advice in "The Bilge". Specifically, the PSYC financial results have been provided annually to members at the AGM by the Commodore and Treasurer, members are invited to ask questions! However, taking these suggestions from members "seriously" your board during September will review its communication processes and get back to members with some fresh ideas following our 20<sup>th</sup> September board meeting!

Lastly, I would like to thank those members who contribute to the running of PSYC at all levels, Covid has been very difficult in all sorts of ways but our volunteers just keep going no matter what is thrown our way!

Michael Kirby Commodore

## Vice Commodore Report

Hello all

Well we just had the season that will go down in history. Gales, drifters and finally shut down by Covid! On the upside at least we did get a season of sorts, which is now up in the air for Spring.

Thanks to all for the great virtual attendance and contributions at the Skippers meeting. We were looking at a great and full Spring programme including sternchasers, a marathon an offshore islands and Newcastle race along with Womens sailing and cruises and training. Hopefully we can salvage something yet. We are moving to releasing programmes each season, to adapt to changes and balance the programme as needed. More important to stay safe and eventually return to some form of normality.

Other things that have happened are:

We have successfully transitioned to Topyacht for events other than Wednesday afternoon which was preferred to continue with the manual system. I will be doing a reconciliation with the Club Captain and re-baselng of handicaps for our next season to ensure the club is in line with other clubs and regattas such as Sail Port Stephens and NCYC. I will publish opening handicaps for the next season once we have one.

On entries; completing an entry form is not required at this time. All boats on the club register are automatically eligible to race by logging on with the starter, that assumes you are on the register with current insurance and safety certificate lodged with the Club Captain. We may adjust the results at the end of the season to exclude boats that do not compete in any races in a series.

We hope to see a concerted effort to establish a cruising programme, stay tuned for that.

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

Meeting Minutes

The minutes of the Race Committee and the Skippers Meetings will be up on the web site this week.

Look under Sailing

Rick Pacey – Vice Commodore

# Rear Commodore's Report

## LEASE UPDATE

From my correspondence on 20/5/21, some members have asked for an update on our Lease agreement.

The following is an overview of the terms and conditions

1. Commencing Date 1/07/21
2. Termination Date 30/06/2026
3. Option (in PSYC favour not PSC to reject) to renew for a period of five years starting 1/07/2026 ending on 30/06/ 2031 (effectively assuming we take up the option we will be at the club site for ten (10) years).
4. CPI Rent Reviews on each anniversary of commencing date
5. Tenant's Proportion of Outgoings 100%
6. Market Rent Review 01/07/26

Annexure B To The Lease is the Maintenance Schedule which sets out to clarify the maintenance responsibilities of each party that relate to the club.

The tenant's obligations do not extend to.

Any repair required because of fair wear and tear or because of the Landlords negligence

1. Any capital cost or structural repairs
2. Anything beyond the control of the Tenant

If any member would like to see a hard copy of the lease, I am more than happy to oblige.

The lease document consists of 40 pages.

## CARAVAN UPDATE

The following is a summary of the caravan repairs and how it came about.

Heather Atkins brought to my attention her concern of the black mould which had developed in the front of the caravan stating that it could be a health issue

Bill Haskell and I inspected the caravan the next day and to our surprise, the mould was certainly a health issue and that due to the extent of the mould it did create an unacceptable risk to any occupants, I spoke to Heather informing her that the caravan could not be used until the mould had been removed

Bill and I took the caravan to a professional repairer at Medowie for a quote to remove the mould, repair leaking roof and replace cabinetry, the quote came in just under \$7000, and this was a lot more than we expected which left us with a dilemma of what to do.

Bill was speaking to Peter Ballard informing him of our situation, to Peter's credit he volunteered himself and his crew to do the repairs with no charge for labour the only cost to the club would be materials.

The board agreed to give Peter the go ahead, so Peter and his crew of Doug Wheen and Barry Kalousek began the task giving the caravan a refit. The crew have gone beyond the items on the original quote installing a solar panel, repaint the whole caravan, new sign writing, and a bench seat at the back of the caravan for spectators, new blinker lights and a secure compartment to store the generator in.

Bill Haskell also assisted as much as he could and Keith Albury assisted with the electrical repairs of the blinkers. Peter was the project leader and whip cracker, the refit is very close to completion, all members should know the effort these people have put in not only making the caravan safe but saving the club approx. \$6000 in repair costs

There will be a show of the clubs appreciation to five members who have done a great job in the restoration when we can open the club. **David Simm Rear Commodore**

# Captains Corner

## Equipment Audit Extension

Due to the ever-changing COVID situation and with the lockdown dragging on, there will be little opportunity for racing boats to complete their Equipment Audits before the start of the season. , Equipment Audits will now be due by 30 days after the lockdown is lifted – whenever that may be! A few of you have already submitted yours so a big thank you for that. Don't forget your insurance cover.

Now, to organise mine....!! Cheers Roscco MacDonald, Club Captain.

## Yacht Register as at 15/08/2021

This represents the current boats registered for racing with PSYC. If you have any updates, contact: Roscco MacDonald [club.captain@psyc.com.au](mailto: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	Paradice	William	Hunter 39	H39	39
	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 Odyssey	blank	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
	TANGIER	Doug	Cross	Noelex 30	73140	30
	THIEF of TIME	David	Ramsay	S80	2725	26
	TWITCHER	Steve	Plante	Beneteau 35	4944	35
	TWO WAY STREET	John	Humphreys	Noelex 25	1000	25
	UNA VITA	Ken	Peachey	NorthShore 11.2	MH 11	37
	YULUNGA	John	Grainger	Spacesailer 27	36	27

## Mark Boat Helpers Wanted!

Calling for all interested volunteers to spend a day on the water to lay marks on Sprints Days. It's a unique and educational experience to be on the race management team. PSYC is aiming to have a team of volunteers to draw from to spread the load across the various days that we hold. Mark laying training available!

Email Rossco at [club.captain@psyc.com.au](mailto:club.captain@psyc.com.au)

## Welcome to New Members

Graham Dunford and Donna Wilcock

## Membership Matters By Peta Oliver

Thank you to all members who have paid their membership so far. It really does help keep the Club account looking healthy when we have lots of invoices rolling in. There are a few more days to pay by 1<sup>st</sup> September. Anyone who has not paid by then will receive a reminder invoice in the first week of September.

If anyone has any concerns about making their membership payment or has not yet received an invoice please email [director1@psyc.com.au](mailto:director1@psyc.com.au).

I have had contact from several previous members who have indicated that they would like to resign from the Club for various reasons. While it is sad to see members leave it is also good to know that our database is a true record of the membership and we are not emailing those who are not interested in PSYC. Likewise, if anyone is wanting to resign their membership for any reason you may also contact me to be removed from the database.

It has been great to see a that many members have been logging in to update their details. I thank you for taking the time to do this. It makes a tremendous difference to have an accurate membership database and keeps communications flowing. If you have not logged in yet please make an effort to do so over the next month via [MySailor](#).

The new membership cards will be available to pick up from the box on the bar when the Club is able to re-open whenever COVID restrictions are sufficiently eased. Membership cards are printed on a weekly basis as fees are paid.

Many of you may be aware that PSYC is an Australian Sailing (AS) affiliated club. I thought I might take a moment to explain what that actually means.

It means that PSYC is a member of AS. Members of PSYC are not members of AS, only clubs can be members of AS. Hence, AS annually invoices PSYC for affiliation fees. As a member of a club that is affiliated with AS you have access to some benefits however most benefits are via platforms that clubs utilise for administration. You may ask what these benefits are? There are numerous, however I will only list some:

- Access to free online training for members of affiliated clubs  
<https://www.sailingresources.org.au/training/e-learning-courses/&quicklink=true/>
- Insurance for personal injuries incurred while out sailing  
<https://www.sailingresources.org.au/clubresources/insurance/&quicklink=true/>
- Club management guidance
- Interclub support for various initiatives including SheSails
- Free access to revSPORT - a membership management database with many add on features such event bookings, invoicing, payments, and emails
- Support through COVID times – it was thanks to AS working with NSW government officials last year that we were able to go sailing to exercise.

# Volunteers

Last month I put a call out looking for volunteers who can help out with admin type tasks – just want to say a huge thank you to Greg Howes who responded to my request – the 50<sup>th</sup> Anniversary Shirt orders would not have gone ahead without his assistance. Nor without the assistance of Toni Fox who compiled the order form in short order! Thank you both!

## Caravan

What a tremendous effort Peter Ballard and his team have made!. The caravan repairs and refurbishment are about 95% complete with some minor cosmetics to finalise! Thank you to the wonderful volunteers who have worked so hard on overhauling the caravan to make it fit for use again along with several upgrades!

## Club Rejuvenation Committee

Looking ahead to times when we can access the Club again, we are seeking members to work in the format of a small committee to improve the presentation of the club rooms. While three members have already indicated their interest perhaps there might be others amongst the membership who would be interested in this initiative was developed out of strategic plan. Please note that this is not asking for members to carry out any physical work. In the initial stages we are looking for people to identify what things could be done to improve the aesthetics of PSYC, both inside and outside. The aims of improvements would be to:

- make the Club more noticeable and attractive to the local community
- make the club rooms feel more inviting and welcoming to current and new members

Ideally the committee will come up with a list of tasks / improvements that could be undertaken, get some quotes and probably prioritise the list and then present this to the board with a budget request. The committee would need to work in conjunction with the board.

Anyone interested in participating in this initiative or have any ideas they would like to put forward please email [director1@psyc.com.au](mailto:director1@psyc.com.au) or call the Volunteer Coordinator, Peta Oliver.

# The resurrection. Start C/Van



The Solander Team and Bill Haskell headed by Peter Ballard have done a marvellous job of resurrecting the starters caravan fixing the roof leaks building timber framing after removing the rotted timber, re sheathing the roof and walls, fixing shelving and adding more extras; the list goes on. Not to mention of course, seen here the great sign writing.



The repairs and update of the caravan are now almost complete. A solar panel and voltage meter have been added as well as new tail lights completed by Bill Haskell and Keith Albury. A little tidy up internally and additional paint to the roof will see it finished. Registration will follow.



# MEET THE MEMBER By Robin Foley

## John Sharp



Although John is possibly the oldest (not in age but in years of membership at PSYC) living member, you may not have seen him around the Club much lately. He lives in East Maitland with his wife Kay, and has been there his whole life. Today he spends much of his time building models of ships but more on that later. When he does come to the Club for a drink and a chat, he is usually to be found at the "Hood table".

John is a life member of PSYC whose brother Kelvin was also a life and foundation member of the Club. John learned to sail with his brother on Lake Macquarie in Kelvin's boat "Glasshopper" which was built in Tarro in 1974 by Kelvin and a few helpers. Apparently, it may well be the oldest boat in the fleet at the Club. Seven members of the Sharp family have been PSYC members with John's son Garry having also been a Club Captain and the only member to have sailed in the America's Cup in San Diego in 1994/5.

John bought "Glasshopper" from his brother in 1992, but had been sailing and racing for quite some time before that. He counts Club Championships (4 times) and ocean racing amongst his racing achievements. He also sailed with Peter Maguyar on "Invader" in the Lord Howe Island race in 1984 and 1986, as well as in several Sydney to Coffs Harbour races (1982, 1983 and 1985). John raced with Gerard Nemeyer and his wife, Harmke, from Darwin to Ambon in Indonesia in 1997 (on "Distant Drums" now owned by Peter Chappelow). As a point of interest John flew home after the race, and Gerard and his wife continued sailing around the world for the next four years. They were also PSYC club members.

In 1982 John joined what was then the Port Stephens Yacht Squadron, and served as Commodore from 1984-88. He was very new to "the game" as he calls it, but thoroughly enjoyed the experience. One of his favourite memories was the establishment of a "Ladies' Committee" which was a social committee designed to turn the Club from a 'boys' club to something a little more social. The Committee were given \$5000 to renovate the upstairs area and organise social functions such as Friday night socials.

In those days there were no women sailors (with the exception of Cherylle Stone) he notes, and the skippers' wives were happy to be included in the Club activities on a more social level.

John worked in a boiler-making workshop during the day, and was involved with Maitland Council for many years. As Club Captain he would drive from East Maitland to Soldiers Point on a Friday after work to perform maintenance on the Club building and look after the surrounding gardens (no longer existing as they now belong to Thou-wallah camp ground).

John's brother got him started making models as a hobby. Made from scratch using wood and fibreglass (not a kit), he is presently creating a model of HMAS "Newcastle" for the museum at Fort Scratchley in Newcastle. John previously had made and donated a model of the I21 B class Japanese submarine that shelled Newcastle in 1942.

A man of many talents, John also walked the Kokoda Trail at the age of 70. If you know anything about that trail, you know how gruelling the walk is, and so understandable that he trained for 9 months prior to the event.



A model of the Japanese Submarine

When asked what he would say to his 21-year old self if he could speak to him today, John paused and said "Get a good education; be a good person; do lots of sport and get into sailing! When you are out sailing there is no coach to scream at you."

A final memory was a race against the Hoods. He raised his spinnaker which promptly tore, and the collective Hood skippers clapped! Of course, it was all in good humour.

John is a cheerful and very interesting man and as 'sharp' as his name indicates. Do say hello to him the next time you see him at the Club.

Robin Foley

# Women on the Water

The Club will be expanding the Women's Pointscore with both a Spring and Summer series. Like the 20/21 Summer Series, the entry criteria requires at least one female on the crew in any position. As a result of the Summer 20/21 series there has been a 50 per cent increase in female membership and on-water participation. With new members looking for continuity in their sailing, it seems only appropriate to expand from one to two Womens Pointscore series.



Robert and Meg Bailey of Cove Marine have kindly agreed to sponsor the Club Spring Womens Pointscore Series. Cove Marine offers different marine services, including shipwright and mechanical repairs, servicing. The chandlery supplies everything from Honda outboards to Garmin navigation systems and they can slip vessels up to 25 tonnes, including multihulls up to 10 metres wide.  
Cherylle Stone



Steering  
the Course  
Women's Sailing  
Festival



Back in the 2020/2021 season, Cherylle and Peta introduced the Marineoutlet.com.au Women's Series as an initiative to increase female participation in our club. What an amazing success that has been, we have seen the numbers of female sailing members increase by 250%, from 13 to 32! Of course we want to do all that we can to build on this momentum, so we will augment the program as follows:

- 1) Cherylle has secured sponsorship for the Women's Series to be replicated for the Spring series, and in future we will aim to have a Women's Series running in parallel to all of the PSYC series! So, boat owners, please continue to welcome our female sailors onboard, not only will you have access to some more great sailors, but you double your chances of winning a prize 😊
- 2) Last month I shared our plans to introduce a two race Women's helm series, with the first race to be on 10<sup>th</sup> October to coincide with the World Sailing Steering the Course festival, and the second to be in March to coincide with International Women's Day. As I'm sure you appreciate, the current COVID situation has introduced a significant level of uncertainty into our planning for these events, however we do hope that the October 10<sup>th</sup> race will go ahead. If any of our female members would like the opportunity to helm in this race, but don't have a boat to helm as yet, please let me know and I will try to match you up with a boat owner. Even if we are unable to race on 10<sup>th</sup> October, we will run this series at a later point in the season when restrictions are eased. Many of the larger clubs in NSW have contingency plans to run online events for the Steering the Course festival should we not be allowed out on the water. They have all very generously opened these events to all interested parties, and I will share a link for you to join once available.
- 3) Last month I also shared our plans for "Soak Up Sunday" training sessions, open to both male and female sailors who want to improve their skills in a non-racing environment. We have had phenomenal support from boat owners for this initiative, but again we are currently constrained by COVID restrictions. Once lockdown is over, we will quickly get these sessions in place so that we maximise our ROI this season! At the recent Skippers meeting, Chris Bebb had a fabulous idea to hold a regatta at the end of the training sessions to allow the trainees to put their new skills into practice. How much fun would that be?!? We will definitely be adding this to the program, so thanks so much for the idea Chris!

Did any of you join the Navigation equipment Webinar put on by She Sails? It was really interesting, so I would highly recommend all of those interested joining future events. The next webinar is on 7<sup>th</sup> September, and is about understanding the start sequence, courses and general race management. To reserve your place on at the webinar, please register here: <https://www.sailing.org.au/events/110171/>

Here's hoping that we can all get back out on the water soon, I'm wistfully now looking at my calendar and seeing that I should have been flying to Townsville next week to crew in Magnetic Island Race week. Sigh... Maybe next year!

Deb Wellwood



# SAFETY AUDIT YULUNGA 2021

Well I failed my Safety audit and learned two things. **First the medical kit** had Asprin tablets which had just expired, so I went to the chemist to purchase 20 more. I asked for any Asprin as long as it had a use-by-date greater than two years. "Not possible, you will just have to throw these out every two years!!!" Was the reply.

Later I thought. I do not know many people without a heart condition that use Asprin so I wondered. How many of these tablets are thrown in the garbage each year and why do we have to have Asprin in the first place??

With that I mind I rang my Apothecary (chemist) and sailing friend. He explained that Asprin will in time degrade into the acid form which can harm your health. Paracetamol however is more stable and If taken as directed, does not have as many side effects as Asprin".

"I would not give my crew Asprin without advice. Particularly you old blokes who are more likely on medication to which Asprin is contra-indicated! Additionally, Make sure they are not pregnant or a child under 12!!" He said.

He later sent me this sentence.

*I think some of these people who insist on antiquated rules have also probably expired! Rules should be regularly reviewed in terms of efficiency, safety and environmental issues. Good luck.*

I calculated that Sailing Australia would have at least 4,000 yachts registered for events requiring first Aid Kits. That equates to **eighty thousand** almost useless tablets every second year.

**Next failure was my fire extinguisher.** My five year guaranteed fire extinguisher was now six years old!! But I now have five fire extinguishers aboard, surely one of them will work.

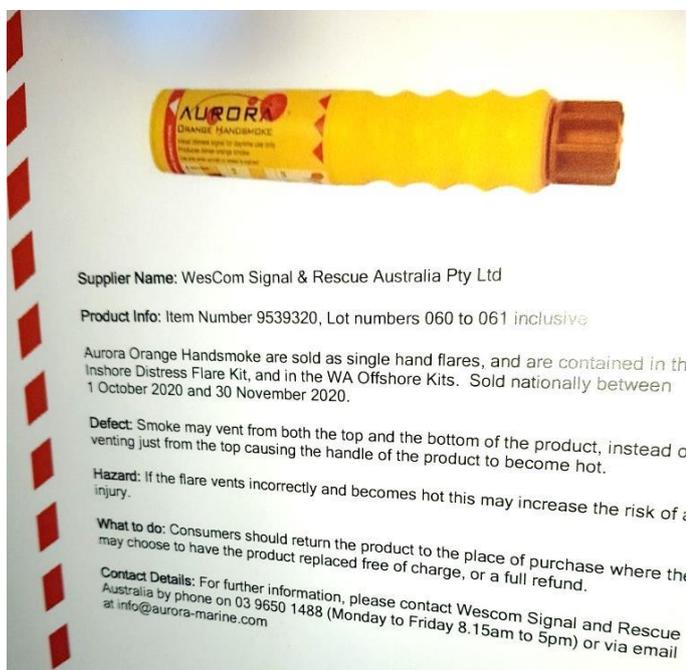
"No that is no good, the powder in the extinguishes settles into a ball and they are useless, you better take them off the boat".

Fortunately, Whitworths have the fire extinguishers on special; Bunnings are cheap too.

Now about those spare fire extinguishers. I have found one in my garage which is marked 1986 on the bottom. I bet it still works. Who's coming to try it?

## Recall of Orange flares. URGENT

Chris Bebb took this photo at Whitworths in Newcastle.



**Did you buy Aurora flares last year?** The recall was dated 17 December 2020

**I wonder why Yacht Clubs were not informed. (Ed)**

# Know the rules.

It is up to all race entrants to study and remember the rules, but sometimes we need an explanation. Here is one.

Saturday the 3<sup>rd</sup> of July was yet another winter drifter with only four boats in division one and five in division two. The Div 1 boats all made it to the Garden Island mark and finished. In Div 2, Only Gift Horse from Div 2 made it. The others motored home defeated by the Easterly tide and complete lack of wind.

Yulunga and Neighbours Hood from Div. 2 were first to cross the start line, but alas both were swept over **early** by the tide. In the end it did not matter because neither finished the course, but neither did they remember the rules. One thought they could continue and take some points and the other attempted to re-cross the line and failed unnecessarily.

What would you do? And are you sure of the rule, because Stern-Chasers are different. Well! So we found out.

Back at home I interrogated the web site and found that the information was not in the Sailing Instructions as we all thought, also, there is no specific Notice of Race for Stern-Chase Races!!

For clarification, one must look at the Notice of Race instructions for **WINTER** sailing. And there it is!

Thou shalt accrue a penalty of five minutes to your finishing time added to which is your time you crossed early. There is no need for the start officials to announce it, because they will automatically adjust your placing. Remember also, a racing vessel, may not receive outside assistance.

This fortnight I have asked several skippers if they understood the rules and the majority said they were unsure or did not know. Hence this article.

**The Winter (May 1 to August 30), Notice of Race; Clause 7.1 States...**

***A yacht that starts before her allotted Start Time will incur a time penalty of five (5) minutes in addition to the OCS elapsed time, which will be added to her finishing time for the purpose of establishing the final placings for that race.***

***Did you know that? [The new Notice of Race for Wednesday Stern-Chaser races, has the same wording in clause 8.](#)***

**The reason for the above confusion lies in the history.!!** About three years ago, an incident occurred in a point score race, when a large yacht starting **early** in an Easterly direction, turned to recross the start line and interfered with a couple of other boats, ending up close to the rocks of Middle Island!. In most club racing, a returning yacht must return by sailing to the far end of the start line. Because of the proximity of the Island, this is not possible for us. In response, it was decided to establish the "Five Minute" penalty rule, enabling a yacht to continue on and take the penalty.

This idea was short lived and it was later (after a skippers meeting), decided to rescind the rule; however it was not rescinded for the Stern Chaser races. Hence our confusion.

**Keep smiling; sail carefully and don't blame the start caravan. (Ed.)**

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## Seagull Droppings

Alas The Gull has not been fed (any stories)!!!!!!



# Brindabella 2 Becomes Rhythm

By Ian Barnard



I needed a boat. I realise that no one actually needs a boat unless you are a professional boater, but even though I am not a professional anything to do with boats, I still definitely needed a boat.

I have had lots of boats in the past. My wife Karen and I actually counted them once and the number was scary. Off the beach boats, moored boats, marina boats, even one power boat (for six months, only so I could get over to Jimmy's Beach from Shoaly to sailboard in a southerly). The last boat I had was a Jeanneau 44i, but that was a charter boat in Hamilton Island and doesn't really count because I never did any work on it. If you don't work on

your own boat then it isn't yours, it's just something you are leasing from someone else and that you will hand on to the next person with nothing of you in it.

My long term plan was to get the Jeanneau out of charter, sail it to exotic destinations, Karen flies in and joins me, and then I take it somewhere else. Bliss, perfect. As we all know from Corona and other experiences, plans have a habit of getting waylaid. As that great philosopher Mike Tyson once said, "Everyone has a plan until they get punched in the nose". Two weeks after the Jeanneau came out of charter, I got punched in the nose. An issue arose where a very close relative needed support. After two minutes of thinking, the boat was gone.

I was without a boat and without a plan. I spent my time playing golf and crewing on other people's boats, both local and delivery sailing. Did a number of trips North as you do, and some back South. I had an ironclad gig sailing a Lagoon 52 from the Caribbean to Australia last year, but Covid put paid to that. Also had a job skippering charter boats in the Greek Islands ( I have an RYA Yachtmaster), but again Covid said NO, I couldn't get permission to leave Aus. I needed my own boat, period.

The last boat that I owned that I actually did any sailing and work on was Jack Lives Here, an S&S 39 that I sailed out of the Club which was named after Jack Holman. In fact it was the boat that I used for sail training when I ran a sailing school in the bay. We did around 20,000 NM on Jack with a lot of Club members, some of whom are still here and some who unfortunately are not. If I mentioned them all I would leave someone out so I won't start. I wanted a boat with a similar offshore pedigree and I have always been partial to Joe Adams boats, especially his Metre series. I was lucky enough to sail John Herrick's brilliant Adams 10 in the club races for a few years along with Jack Holman, Steve (Mego) Megson and others including Mike Elton, which is a nice segue into Brindabella 2.

So I'm in the market for a boat. One which was cheap, strong, seaworthy or could be made so, and one which I could restore alone because I know from experience that no one will help you for more than a day. I needed a boat small enough so that I could singlehand it offshore and around the buoys and also maintain it by myself. Back in the day that would be a 40 footer, but these days, 36ft tops.

I had been looking for about two years. No need to jump in, enjoy the search, what could possibly go wrong? Despite all predications and totally against the flow, the used boat market went crazy due to Covid. The long planned trip to Europe by about a million baby boomers wasn't going to happen so they decided to buy boats, caravans, cars, Harley Davidsons and whatever else they could get their hands on. People were buying boats at above asking price, with no survey or even inspection, and brokers were screaming for more stock. Boat prices went through the roof, and those buyers in the market despaired. I was one of them. Undaunted but without much hope, I continued the search.

In November 2020 I came across an add, I think on Gumtree, for an Adams 36 in Lemon Tree Passage. Deceased estate, needs lots of TLC etc., you know the story. Having been beaten out on decent buys on numerous occasions by my own procrastination I called the broker as soon as I saw the add and arranged an inspection. I drove out there the next day, met the broker, and also met Brindabella 2.

Brindabella 2 is an Adams "Traditional" 36. This is a bit of unfortunate name as the only thing Traditional about it was that it was built along with about 20 sister ships at the Traditional boat yard at Pittwater where they now build the beautiful Buizen range of yachts. All the Traditional 36's were sold to owners on Pittwater and there are still a number of them there today. I didn't know it at the time but Brindabella 2 had been owned by Mike Elton. Mike was the local Port Stephens Marine Surveyor and Shipwright for many years, and I knew him both professionally and as a sailing partner. I knew he was rebuilding a boat as a long term project. Unfortunately, Mike passed away a couple of years ago and left his long term project to a family of non sailors who just wanted to get rid of it. Mike hadn't touched the boat in five years and it looked like it.

Brindabella 2 had competed in the 1995, 1996, 1997 and 1998 Sydney to Hobart races, and had also completed the 1995 Melbourne/Osaka two handed race. She has a fin keel, skeg hung rudder and the very recognisable Joe Adams underwater shape with a clean run aft without the tortured stern sections of IOR boats of similar vintage. Double spreader cutter rig, keel stepped mast, runners for the staysail. She was originally fully set up for offshore long distance racing and she did a lot of it. Back in the day she was a serious boat and was sailed in a serious fashion.

To give you an idea of the condition of the boat, when my youngest son saw it a few weeks later (after I had cleaned it out) he asked "What were you thinking!" It wasn't pretty. Massive water damage, rotten bulkheads, holes in the deck, full bilge, smelled as only a neglected boat can. No one had touched to boat for five years and it had lain derelict in the Elephants Graveyard of Oyster Cove. The electrical system was rotten and totally unserviceable. The windows were like a painting by Salvador Dali with leaks from ever single screw. Sure it had Wind Instruments, Radar, Auto Pilot, Wind Steering, VHF and Tuner, everything a person would have on their purchase list, but none of it worked. I've since restored some of that gear, but more on that later maybe. What it did have was a full fibreglass (no core) hull and deck up to an inch thick, a brand new never been started or even fully installed Yanmar 3YM30, self-tailing primary winches, a host of sails and a pedigree. So I bought it the next day, with no survey and without taking it out of the water. Lots of people would think that this was crazy, and on the surface it is, but I knew that for the price I paid I could easily sell the motor, two tonnes of lead keel, winches etc. and get my money back. Also, in the boats documentation was a survey by none other than Mike Elton. He had surveyed the boat a few years before and then bought it, and I knew Mike well enough to know that he wouldn't do that unless the hull was sound.

The deal included, to quote the broker, "a whole heap of gear and spares that Mike has at his house". None of that existed. Apparently lots of Mike's friends decided that they needed the equipment more than Mike's family did, and it all disappeared. I'm talking bow rail, teak gunwale strips, electronics, lots of expensive stuff. Sure I should have inspected all that before buying it, but I didn't, I trusted the guy. Caveat Emptor, lesson learned.



So, I've got myself a project. I was reasonably confident (in theory) that I could do the work that was needed. I have a background in engineering, I have always done all the work on every boat I ever had, I have qualifications and experience in a few relevant areas and it wasn't my first rodeo. The real question was did I have the energy? It would be a long, arduous journey with little help and definitely a few "I told you so" moments. But it was a done deal and there was no way to go but forward.

Where to start? I began by making a spreadsheet divided into sections such as Hull, Electrical, Rig, Deck, Steering, Bilge system, etc. etc. etc. I gave that up after an hour, it was far too depressing. The list was enormous and too daunting to contemplate. I decided I actually had three phases and three budgets. The first was to get the boat capable of sailing

around the Bay and in Club races. The second was to get the boat so we could spend overnights on it around the Bay. The third was to get it sailing offshore for extended periods. I decided to concentrate on the mission critical steps for phase one only, and the first one of those was to stop the water coming in. By definition, a boat is supposed to keep water out. If it doesn't do that, it's not a boat, it's a sieve. There is no such thing as a small leak on a boat. Any leak will end up destroying it.

What followed was and is a long and involved process of thinking, doing, rethinking, redoing and a whole lot of work. It has been an adventure to say the least. Literally blood, sweat and tears. A project like this is hard enough with a team, by yourself it becomes almost impossible and I have had to think of lots of innovative ways of doing things.



How do you remove and install deck fittings when there is no one outside to hold the screw heads?

So far, I have installed new windows, filled, faired and painted the deck, rebuilt the steering, rebuilt all the winches, rebuilt the autopilot, rebuilt the switchboard and installed some of the electrics, fully installed the motor, installed lifelines, installed solar panels, installed the battery system, painted the deck, redesigned the deck layout for single handing and reinstalled all the deck fittings, rebuilt the bulkheads, stopped all the leaks,

installed all new skin fittings, built and installed a new nav table, installed a new sounder and at least a couple of dozen other things. I slipped the boat and as I had hoped the hull was in superb condition, not one sign of any damage or osmosis. As you can imagine I breathed a huge sigh of relief at that.



I have learned a lot in this process and some of that may be of interest to others. When John needs some more filler for the Bilge I will put pen to paper again and detail how I did some of the work listed above so that if you are contemplating doing any of those jobs then you may be interested. In particular I opted to use 3M VHB tape to hold the windows in place rather than screws, which was an interesting ride and something that others considering this approach may like to hear about. I also had to remove and replace through hull fittings which I could absolutely not get to without destroying a large part of the interior. After three hours of trying to remove the first fitting, I changed tacks and had all three fittings out within five minutes with no damage to anything. Maybe a tip there for anyone who needs to do a similar thing.

Suffice it to say that if I was doing it all again I could do it in half the time and produce a much better job. Still, the boat is now sailing, is dry, and is almost ready for Phase One. Phases Two and Three seem a long way off. Like all the jobs I do it turned out (so far) better than I expected but not as good as I'd hoped.

Judge for yourself from the pictures. Cheers, Ian.

## **OOPS Roy Wood Reserve, Little Salamander Bay. July 2021**



It appears that the mooring was neglected possibly due to ill health of the owner.



# FIRST CIRCUMNAVIGATION BY A PSYC YACHT

An article written by the present owner Peter Chappelow



The first and only world circumnavigation by a PSYC yacht was by Gerard and Harmke Nymeyer of Soldiers Point in "Distant Drums" from April 1997-December 2001.

The couple began their sailing in Port Stephens by establishing a trailer sailer hire business in the Marina in about 1981. They built and raced a steel Adams 40 (Windigo- subject of the book "The Watcher on the Quay"), for five years before buying Distant Drums, a NZ-built Pacific 38. They raced "DD" for a few years before deciding to sail back to Holland as part of a circumnavigation and left Port Stephens in April 1997. Sandy and I crewed with them to Cairns where we bid them a reluctant farewell for five years. Gerard was 65 at the time.

As the internet/email was just becoming popular, most of our correspondence was by the occasional letter from distant ports. They did the Darwin-Ambon race, then Malaysia, Thailand and across the Indian Ocean to the Red Sea and Mediterranean, fortunately without the piracy problems of today. After wintering over in Turkey, they

moved to Marseille, removed the mast and motored the length of the Rhone River to Amsterdam, to spend the following winter with relatives and friends.

In late summer they left Portsmouth UK to cross the Atlantic via the Canary Islands. The trip went well and they arrived in the St Lucia in the eastern Caribbean at "Carnivale" time so lots of fun after long days at sea.

After a few months heading westward, transiting the Panama Canal and with no crew they set off for their 24/7 28 day non-stop passage to the Marquesas Islands, Tahiti. After resting for a couple of weeks they set off for Western Samoa and met up with our son Josh, who was working in Apia. After a stormy weather welcome back to Australia, they cleared into Brisbane in October 2001.

On 13 December Distant Drums entered Port Stephens again and was met by a small fleet of PSYC yachts before a well-earned VIP welcome at the Clubhouse. Gerard had just turned 70. Harmke had proven to be the perfect crew and partner for such a formidable and exciting adventure.

Gerard continued racing Distant Drums very successfully until he was 82, using a few younger crew as ballast. I remember him passing us with big MPS and full genoa up in a 15-20kt nor'easter looking very unlike a 38 year old yacht!

Unfortunately, Gerard passed away in late 2014, drowning near the mooring in front off the Marina, after spending the day working on his beloved "DD". His sailing companion and love of his life, Harmke, subsequently sold up at Kent Gardens and mover to Murwillumbah to be with family. They remain as the only PSYC members to have circumnavigated in their own yacht.

Postscript: Distant Drums was damaged and written off in a big east coast low of 2015. Sandy and I purchased her and continue her restoration. She is a beautiful boat to sail and will be sailing for many years to come.

Peter Chappelow Commodore 2003-05

# That cannon.

In the last issue of The Bilge, Robin Foley asked if anyone knew the history of the cannon pictured here which was found in our clubhouse archives.



There was no response from The Bilge article, however, recently I was able to visit Tahlee House on the other side of Garden Island by boat. (I thought the trees looked as though the photo was taken at Tahlee House, originally the headquarters of the Australian Agricultural Company, rather than around Soldiers Point.)

Tahlee House has a long and interesting history (see Wikipedia) and is presently being used by Tahlee Ministries, a religious educational organisation. While at Tahlee, I talked to some students of the Ministries on their lunch break and showed them the photo. They said there was indeed a mounted cannon in the grounds of Tahlee House. They showed me a photo they had taken showing that it was a much bigger cannon and was mounted on a carriage with large spoked wheels.

Further research leads me to understand that there was **never** a cannon at the garrison at Soldiers Point. Indeed, the cannon at Tahlee House is one of four naval ships' cannons originally used at Tahlee to alert the Soldiers Point garrison when any of their convicts had escaped. The original four cannons (two large and two small) came to Tahlee House in 1826 as part of consignment of goods to establish the Australian Agricultural Company, and the urban myth says that the cannons were originally from the supply ship HMS "Sirius" of the First Fleet. As this ship was wrecked off Norfolk Island in 1790 with cannons on board, it is unlikely.

It is believed the above photo was taken in 1972 at the 150<sup>th</sup> year celebrations of the Australian Agricultural Company to which the Port Stephens Yacht Squadron was invited. Two of the four cannons were retrieved from the mud, restored and one was mounted on a gun carriage. The entire fleet of yachts attended the event and re-enactment and Frank Argæet was invited to fire the cannon. A year later, Ernie Boulton presented the club with the miniature brass cannon he made to commemorate the event. The design of the insignia on our club pennant was based on Ernie's model and was adopted as the emblem during the mid 1970s.

**Note** At the time our Club PSYC, was called Soldiers Point Yacht Squadron.

**It's almost that time of the year again . . . . AGM**

More Information to follow in the next issue of The Bilge

Returning this Summer

DECEMBER TO FEBRUARY

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