

Port Stephens Yacht Club

Ridgeway Ave, Soldiers Point 2317



Our latest addition - just watch it go!

Commodore's Report

For the record PSYC restarted sailing and social activities from 13th October 2021, with access to our club being restricted to members and visitors who have been double vaccinated in line with NSW Health guidelines. The lead up was pretty frustrating with Australia Sailing changing their advice to clubs daily, which kept our Vice Commodore and the Race Committee very active preparing all sorts of NOR's & SI's but we got there in the end with Wednesday Afternoons and a Non-Spinnaker Spring 2021 Covid Cup. As well the Rear Commodore and Bar Manager made sure the club was ready to open with cleaning & setup compliance and arranging stock replenishment and bar staff. A huge thankyou to all involved who got PSYC back to normal activities and operations during October.

Following this month's board meeting, it was agreed to seek membership feedback via a Member Survey – PSYC Vaccination Policy, all members will have received an e-mail by now, seeking a "yes or no" to allow non-vaccinated persons (members or visitors) into our clubhouse. This vote is ahead of the changing NSW Health Guidelines due on the 1st December 2021, with the responses assisting the board finalising our PSYC Vaccination Policy at the November board meeting.

POSITION VACANT - we are still seeking expressions of interest from members for the PSYC Board position of Treasurer. Contact me via e-mail commodore@psyc.com.au or mobile number located on the PSYC website. As reported last month our club continued to receive ongoing support payments, however these ceased on the 10th October as the club returned to normal operations.

IMPORTANT EVENTS – keep a watch out in your e-mail inbox for the following:

1. 11th November 2021 - Notice to Members of upcoming AGM and Board Nominations.
2. 26th November 2021 – PSYC Presentation Sailing Prizes 20/21 at the clubhouse.
3. 3rd December 2021 – AGM at PSYC.
4. 12th December 2021 – PSYC 50th Anniversary Celebrations.

NSW Liquor & Gaming have advised that the NSW Government is offering Covid grants up to \$5,000 to clubs like ours to expand their outside dining and social activities, during a meeting with Port Stephens Council (PSC) we had preliminary discussions with regard to installing “extendable sun awnings” on the western side of the building. PSC have provided application documents and Rear Commodore is currently obtaining quotes and engineering proposals from suitably qualified suppliers.

Membership cards for 21/22 and 50th Anniversary shirts can be collected at the club Wednesdays or Saturdays!

Happy Sailing!

Michael Kirby
Commodore

Vice Commodore's Report

Hello all, how great that we have been able to get back out on the water this Spring and salvage something of a season. Getting guidance from Australian Sailing and clarity on Government regulatory interpretations turned into a competitive event, but suggest the outcome was pretty good. The no-extras thing was designed to enable us to safely return to sailing with the minimum risks given the partial constraints still in place. We are finalising the 2020-2021 Season results and aiming for a Friday 26 November at the club. Unlike last year we will try for a bigger event with some catering, so stay tuned for confirmation and details.

Also the **Jack Hollman Memorial race** is a goer on **6 November** with the family here to support the event and remember Jack. This is our signature event and will be a spinnaker race so look forward to seeing you out there.

We are preparing for a full Summer Season and keeping fingers crossed that all is going well. Things to expect in the Summer season will be:

Our usual points score, Women's Helm series, increased focus on offshore races, organised cruises, Commodores Trophy, Sprints and the Teams regatta, plus some new options like laid courses and our Wednesday evening trial series will kick off.

The **Wednesday Evening Summer Series** trial is modelled on the format being run by most clubs around Australia will be advertised separately, but will look like:

- **6:00pm start at Club start line for a 5nm or 1 hour course – no extras likely single division.**
- **Moor at Soldiers Point Marina or moorings (cleared with Marina for a couple of hours mooring unattended)**
- **7:30 Catering for dinner (external caterer) and presentations at Club**
- **8:30 finish**

It's a trial so hope you can get out there and give it a go, and give feedback.

This will be in addition to the Wednesday afternoon races and hoping it will be an opportunity for skippers, who can't make the afternoon race due to work, to join in a midweek race and socialise. So spread the word and hopefully we can encourage more boats into the Club.

Remember that audits and insurance declarations are required by 14th November contact the Club Captain to arrange.

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

Rick Pacey
Vice Commodore

Introducing **SailPASS**

By Peta Oliver

An information night for SailPass will run on Friday 19 November. All skippers are encouraged to attend and any crew members who are interested are welcome. There will be a presentation followed by question time. The bar will be open to purchase drinks before and after the presentation. Please register to attend by emailing director1@psyc.com.au.

AGM

Port Stephens Yacht Club will hold its Annual General Meeting at 6pm on 3 December at the Club rooms. All positions are open for Nomination. Positional roles are described on the website under the menu *About Us*. Nominations are now open and forms are available at the Club and will soon be available online. If you would like to nominate another person for a position, please check that they are willing to be nominated before completing a nomination form. An email will be sent to all members for official notice of AGM. Please note that only fully financial members of Yacht Owner, Crew and Non-Racing Member categories are eligible to nominate and vote.

Captains Corner

Thank you for the flood of Equipment Audits! Thank you to our hardworking auditors. Please remember to have all audits for 2021-22 in by 14th November.

Importantly, the short-term Club mooring by the boat ramp has silted up significantly with only approximately 1m depth at low tides. Please bear with me while I investigate possible solutions and am in discussions with Transport NSW (aka NSW Maritime).



SEEKING VOLUNTEERS

- Assistance required for various tasks in the lead up to the 50th Anniversary
 - Contribute on the day with Club set up and pack up
 - Graphics and video editing skills sought
- Please contact either Michael Kirby or Peta Oliver if you are able to support.

commodore@psyc.com.au

director1@psyc.com.au

Working Bee

28th December

Club room tidying preparations for the 50th Anniversary



Membership Matters By Peta Oliver

Emails went out last week to all members who had not yet paid their fees, requesting they contact me if they wanted any changes to their membership. Any members who do not renew by 1 December will be removed from the membership list. Apologies for the lag in the printing of the membership cards at the moment. Printing should be caught up by mid-November at the latest. Any

Welcome to New Members

Dorothy Saxon-Williams

Fiona Sinnett-Smith

Andrea West

Bernhard Kall



OPEN DAY

50TH Anniversary Celebrations

There are lots of activities being planned for the 50th Anniversary celebrations and many of you have already been able to pick up the 50th Club shirts which you ordered.

A Sail Past is being organised, so Skippers pull out your flags and dress up your boats! All members' boats are encouraged to join in the fun with assembly beginning around midday and Sail Past commencing at 1pm, progressing through the usual start area.

The Club will be open all day to former members and visitors from the community (though likely only doubled vaccinated people will be able to enter).

We are also looking to hold stalls and have some catering available on the day.

We are seeking members who would like to contribute to the organisation in the lead up and on the day. All assistance would be greatly welcomed as lockdown prevented us from moving ahead with this earlier.

Please have a chat with Michael Kirby or Peta Oliver if you are able to assist.

MEET THE MEMBER By Robin Foley

Richard “Rick” Pacey



Rick is the Vice Commodore at Port Stephens Yacht Club, whose primary role is in charge of sailing – whether that be racing or cruising.

He has been sailing and racing regularly since his early twenties, although he first ventured forth onto the water at a younger age in a sabot dinghy. Rick has always loved being on the water, however his first passion was marathon kayaking in which he participated at an international level in his late teens and early twenties. He represented Australia at a couple of World Championships in Europe and as he puts it “was quite obsessive about the sport at the time”. Naturally with work and subsequently family commitments, there was no room for the kind of time investment that sport participation at a high level demands, and sailing started to become more important (and viable). Starting with cruising in the Gippsland Lakes, trailer sailers and racing, Rick bought his first boat, a Court 550 trailer sailer (a Western Australian made boat) but within 6 months upgraded to a Boomerang 20 which he kept for 10 years. At this time, (mid 1990s) Rick was posted to Williamtown AFB and he joined what was then the Port Stephens Yacht Squadron for the first time. He also volunteered to edit the Club newsletter as he felt it was a good way to get to know some of the other members. All too soon, Rick was moved on and joined and raced with other sailing clubs in the interim. He also bought a variety of boats including a Hunter 270 (a large trailer sailer “which didn’t perform very well”), before moving on to keel boats. A succession of Beneteau keel boats were next, culminating in the purchase of “Elusive” a Bavaria Match 42 which he presently owns with a group of friends. Rick says that “Elusive” is an ideal coastal cruising boat – roomy and performs particularly well in heavy weather.

No stranger to both offshore races, passages and long-distance deliveries, Rick has been involved with crossing Bass Strait numerous times, Hamilton Island Race Weeks and the Three Capes Race in Tasmania which he and his crew won. He has also been involved in Sydney Harbour, Hamilton Island and Geelong Regattas in which he and his crew scored wins or places in their division.

Rick feels that racing is the ‘ultimate’ team sport – he values the connection with his crew, and believes in the importance of working together and good communication to achieve the best result.

Rick and his wife, Genelle moved to Port Stephens most recently in 2015 (it’s his third time living in the area!). Retired from the Air Force, he has been working as a consultant with KPMG for the past 20 years. He has two adult children living in Queensland. He credits Genelle with being his greatest support which has allowed him to not only move around with work but also travel and keep sailing. She enjoys the cruising aspect of boating and both she and Rick look forward to more cruising around the Whitsundays next year. At the moment he feels challenged in finding the balance between work and doing the things he enjoys, as well as his commitment at the Club. Perhaps it’s time to retire for a fourth and final time?

When not working or sailing, Rick and Genelle like to stay in shape by walking, riding and kayaking. Rick still races kayaks (Covid-permitting) in Newcastle and says he has “too many toys in the garage” (being 5 kayaks among other gear)!

Rick's vision for the future of the Club is aligned with the Strategic Plan developed three years ago (check it out on the website). It is what the 'ideal Club' would look like and while he accepts that it may not all come to pass, it provides a goal to aim towards.

He'd like to see three racing divisions with 15 boats per division: a high-performance division with IRC-type measurement handicapping; Division 2 for our medium performance boats, and then Division 3 to suit our current division 2 boats. He's also keen to see a cruising division in the Club as well as a potential offshore racing division and more involvement with other clubs.

Rick also would like to see the club house upgraded, making it more appealing to members and guests as a pleasant place to spend an afternoon or evening. Recognising that it may not all happen immediately, he believes in the importance of serious plan focused renovations rather than piecemeal improvements.

He is incredibly pleased to see so many members stepping up and into volunteer roles at the Club and feels strongly that helping out, is a great way to not only meet other members but benefits the Club immensely.

Finally, Rick would like to be perceived as doing things for the right reasons. He recognises that there can be an element of misinterpretation when people are in a leadership role and may not see the bigger picture.

Rick is just one of our wonderful volunteer Board members who work tirelessly behind the scenes to make sure everything at the Club runs smoothly. Why not say 'hello' the next time you see him at the clubhouse?

Robyn Foley writes, Meet the Member each month and does an excellent job.
Beware; You may be next.

Women on the Water

The Bay turned on an absolute belter of a day for our first Sunday Soak Up session! Our first cohort of trainee's joined us on Sunday 31st October and spent an hour in the clubhouse learning about points of sail and sail trimming, before heading out on *Colorado* and *Two Way Street* to put into practice what they had learned. A great time was had by all, so a huge thank you to Clive, Wej, Rossco, Greg and Peta for their time and support on the day! We have two more sessions planned, on 7th and 21st November, so if you are interested in joining us, get in touch with me at SheSails@psyc.com.au, or 0400 193 461.



Don't forget that we are kicking off our Women's Helm Series soon! Our first race will be on Sunday 5th December, to be followed by the last on 13th March, to coincide with International Women's Day. We are now seeking expressions of interest in this race, from boats and women. To help with the organisation of this series, could all women who would like the opportunity to helm in this series please email me at SheSails@psyc.com.au. If you have your own boat or have already aligned with a boat owner that you can helm their boat for this series, please share the detail of the boat. If you would like to helm but don't have a boat lined up, then I will help match you with a boat owner.

Happy Sailing! Deb Wellwood



2021 Rolex Sydney Hobart Race – Rogue Wave

by: Kevin Le Poidevin

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In 2019 Kevin Le Poidevin represented our club in the Sydney Hobart Yacht Race taking aboard Roger Yeo and David Simm in his 1983 Sigma, “Rogue Wave”.

This year Kevin is entering “The Rogue” in the inaugural double handed division with Co-skipper Darrell ‘Daz’ Greig. Both are long serving Air Force members. Flying the Port Stephens Yacht Club burgee, their goal is to beat the 2019 RSHYR elapsed time of 5d:6h:42m, arriving just in time for New Year’s Eve.

Whilst COVID-19 has impacted their training, the pair have sailed and raced shorthanded together on Rogue Wave since 2012.

Kevin has raced single handed in several Trans Tasman races and knows full well that Racing offshore 24/7 is an extremely challenging adventure, with fatigue being the biggest risk.

Kevin Says. “ If the risk is realised, the outcome will be sub-optimal decisions that impact safety – not a place we want to be”.

“The Sigma 36 is a moderate displacement design, meaning it doesn’t jump up onto the plane like modern designs, however she will surf in big seas.

Pressing her design constraints, we did manage a new top speed of 14.5 knots in the 2019 Hobart race. We know we will always be at the back of the fleet, so we need to race the boat hard to stay competitive, but at the same time try not to break stuff!

Striking the balance between keeping the body fuelled, and rested to be competitive, are the key ingredients for success”. Said Kevin.

The two sailors are racing to support their Air Force mate, Nathan “Bullet” Draper, who continues to kick goals in his battle with brain cancer.

Two charitable organisations have played a key role in supporting Nathan and his family, so the lads are keen to promote awareness and help raise funds for **Brain Tumour Alliance Australia (BTAA)** as well as **Soldier On**. “I encourage you to support Nathan by donating to these wonderful organisations.

BTAA is staffed by volunteers, receives no government funding and operates entirely on the generosity of the public, so any assistance you can offer is greatly appreciated”. Said Kevin.

Having project managed multiple campaigns, Kevin understands that entering events like the RSHYR, require a significant investment of time, funding, coordination and effort, as well as marine industry support. Kevin sends a big thank you to Tristan and Brian Pattison at AUSIGN Melbourne for their generous support and supply of hull decals. Sam and Greg Newton at ROLY TASKER SAILS Australia delivered his Warp Drive Tri-radial mainsail and jib and Scott Archer at IMAGINE SIGNAGE has done a fantastic job making the charity logos that will stand out on the new mainsail.

Donate here:

BRAIN TUMOUR ALLIANCE AUSTRALIA

<https://www.justgiving.com/fundraising/kev-n-daz-2021-sydney-hobart-rogue-wave-for-bullet>

<https://fundraise.soldieron.org.au/fundraisers/kevinlepoidevin/racing-for-our-mates>



Darrell Greig and Kevin Le Poidevin



What's happening in Fame Cove?

Apparently the owner of the 400 hectares surrounding Fame Cove is in dispute. Reportedly owned by Mr Dong Fang Lee, it has been part of assets frozen by the Australian Tax Office including a Potts Point Mansion valued at over 40 million Dollars.

The Mid Coast Council has been in dispute with the owner over several years relating to restoration of earth works, draining canals and clearing of land. Fines of up to \$200,000 dollars have been issued.

For more information go to <https://northarmcove.nsw.au/generalinfo/update-fame-cove-infamy>

ABC TV will feature Fame Cove in the ABC **4 Corners** Program on Monday 8th November.

Seagull Droppings

Here's a photo of Corey caught resting on the job this week, while our boat was on the hard stand for annual TLC. It was all fun until his Mum noticed old anti-foul over his new shorts from leaning on the keel. **BOYS!!!!** Alyson



Woops! Yulunga (caught on camera) nearly tried a spinnaker (Not allowed in Covid 19 Saturday!!)

“Hydrollocks!!” By Chris Bebb

Jia’s engine had been the epitome of reliability, but in September 2021, when sailing exercise session ended, the engine refused to turn over; “Hydrollocks!” The following is a brief, layman’s explanation of what occurred, how we fixed it and what possibly caused it.

With trusty crew Manuella at the helm, keeping Jia in clear water, I dashed below to check battery and rotation of the prop-shaft. Both were OK. The problem was serious!! We managed to sail onto PSYC’s mooring to explore further.

I tried rotating the crankshaft by hand. It moved only one or two degrees. Water will not compress, thereby ‘locking’ the engine solid, but it had not seized. Hydrollocks!!

I left Jia overnight to consult with other skippers and Doctor Google.

I also spoke with local marine mechanic, Matthew O’Keefe of Nelson Bay Marine, who was very helpful. I also bought oil and oil filters in readiness.

Back on Jia, I removed the air filter, and confirmed saltwater ingress and a hydraulically locked engine. Hydrollocks! The engine oil check, showed water had entered through the inlet or exhaust valves rather than an internal water leak.

The fix had two specific requirements:

1. Getting the engine running again which was relatively simple. In summary:
 - Remove the fuel injectors and rotate the engine by hand to expel any water.
 - Flush the cylinders with clean diesel fuel.
 - Change the oil and oil filter.
 - Replace the injectors and start the engine.

This done, I started the engine but I also had to replace the oil pressure gauge and change the oil and filters three times then crossed my fingers

2. Find out how/why water got into the engine in the first place:

On a saltwater/freshwater cooled engine, and assuming there are no internal water leaks inside the engine’s heat exchanger, there are essentially three places that water can get into an engine’s cylinders: through the air-filter if submerged or flooded, through the exhaust system, or via the seawater inlet.

- Where a boat’s engine is mounted below the waterline there are usually anti-syphoning systems in place to prevent sea water being sucked back into the engine via the seawater inlet or the exhaust system when the engine is stopped and/or when a boat is heeling.
- Another way is if the engine is cranked for too long but fails to run. This allows seawater to be pumped into the engine’s exhaust system but as the engine is not running the exhaust gases are not present to force the water out through the exhaust system. Consequently, the water can back-up and enter the cylinder through the exhaust manifold and valves.

Once Jia’s engine was running, I ran it for a total of three hours without issue. I still changed the anti-syphon valve on the seawater inlet side and crossed my fingers.

The only way to test it was to go sailing, so after motoring to Soldiers Point to pick up Manuela, we joined the fleet. After the racing, with heart in mouth, I turned the key and the engine roared. Yeah!!!! What a relief! We race again; no problems

I thank and acknowledge the following people who made the repairs so much easier.

- PSYC for the use of the club mooring for a few days while I assessed the problem and commenced repairs.
- John Nederlof (Hanini Bay) for a tow back to my mooring at Tilligerry Creek while I awaited the delivery of a new oil pressure switch.
- Matthew O’Keefe of Nelson Bay Marine for his support and advice.
- Soldiers Point Marina for allowing me to leave Jia’s dinghy there overnight.

The Cruising Life of THIS WAY UP

Written by Dave Bowden

We bought our Grainger 430 catamaran just before Christmas 1999. It had always been a long-term dream to have a cruising yacht and spend time mucking about on boats. We had not been brought up in families which had big boats so we felt a bit apprehensive on settlement day handing over a large cheque and taking responsibility for a large yacht. This feeling soon evaporated and was replaced by a desire not to collide with any moored yacht near the Southport Yacht Club as the extremities of our catamaran seemed to be a long way from where I was helming. Our previous yacht was a 20 foot trailer sailer which could easily fit across the beam of *This Way Up*.

So began our first voyage which was the delivery trip from the Southport Seaway to Port Stephens where a new mooring awaited. The trip was fairly event free as we had a strong northerly and a mixed crew some of whom were experienced.

The second voyage (an overnight sail) was just 2 weeks later when my family decided that I should take this yacht to Sydney to use as a floating platform from which they could view the Millennium Fireworks in the Harbour. The thought of mixing it with the Sydney fleet (all of which were likely to be under the control of inebriated and crazy celebrating captains), was even more intimidating than the departure from Southport. In vain I argued that we could just as well view the show from the safety of our marina berth at Rushcutters Bay thus avoiding the melee on the harbour and the even more intimidating task of berthing my shiny yacht once again. Berthing a big cat was quite a challenge initially. Well, it all went pretty well despite anchoring in the middle of the harbour in 70 feet and having to use all my chain plus a good measure of additional nylon rode. We slept 12 onboard that night!

The third voyage was the return to Port Stephens which started out with no wind but ended with 25+kts over the deck tacking up Stockton Beach at 2 am in large short seas which caused cupboards to shed their contents, lots of bridge deck bangs and a family crew that failed to see this as any sort of fun. I should have called it a day at 1700 by staying the night at Newcastle and continuing the voyage next morning. How good is hindsight!

Voyages four and five were trips up and back to the Whitsundays which seemed to go a lot better so much so that Pattie and I, in 2002, packed up our home and moved aboard leaving our family to process mail. This was most successful as we even caused Reader's Digest to lose our address. By now we had met Bill Grattan and his prospective team, planning for the Matthew Flinders Bicentennial Circumnavigation of Australia. Our approach as presented at the introductory barbeque was to go as far as Broome and if not coping, to return rather than continue down the west coast etc. So voyage five was now a year long trip along with about a dozen yachts and whenever possible with another couple aboard to share the experience. In Townsville I met a sailor who was from Fremantle and credited with many trips up and down the west coast. In anticipation of getting some insight into this challenging leg I asked him how he would go about such an undertaking. His short answer was - I wouldn't. Well, we did complete that trip and learnt a lot about sailing, how to replace a mast step in Onslow (population 800), cross the Great Australian Bight and realize that a long trip consists of one day at a time. We only needed 19 overnight sails to circumnavigate.

Voyage six (2003) was our first international trip (to the Louisiades) in company with CCCA members *Dreamweaver II*, *La Coquette* and others (*Been-a-long* was initially our guide but after two attempted departures had to withdraw). It was a fast, wet and rough trip but most enjoyable once there. The return leg in October was calmer.

Voyage seven was south to Tasmania in company with *Willie Wagtail* (**Cheylle and Geoff Stone**) (now *Subzero* owners) and *Mistress*, (**Ken Johnson**) also PSYC Members.

Tasmania is a great cruising area provided you can manage gale and storm warnings each week. The forecasting is very good, the distances between anchorages are relatively short and locations are beautiful. We departed Sydney in mid-January and returned 3 months later. It would be best to have a heater aboard if staying longer.

We were feeling more experienced by now so in the company of *Subzero* and *Dreamweaver II* we headed out to New Caledonia and Vanuatu for Voyage eight in May 2005. On the outbound leg we stayed a few days with

Dreamweaver II at Middleton Reef along with nothing visible at high tide apart from old wrecks on the reef. The next leg to New Caledonia was in such calm conditions we had the opportunity in mid ocean to leave our yacht and dinghy over to *Dreamweaver II* a hundred metres away to join them for morning tea. After 6 weeks exploring New Caledonia we continued on to Vanuatu starting with the island of Tanna and its impressive volcano. Vanuatu is an excellent cruising ground with 80+ islands, a subsistence community apart from Villa and Luganville, good fishing (5 marlin hook ups while trying for mahi mahi), lovely happy people, good markets and plenty of trade wind sailing. Our return to Australia was with the Port2Port Rally ending in Bundaberg. The half way stopover at Chesterfield Reef was enjoyed by 11 yachts and many very tame seabirds who seemed unconcerned at our presence only metres away on the beach.

2006 saw us joining the Sail Indonesia Rally with over 100 entrants (Voyage nine). We had no plans to go much beyond Asia whatever that had in store for us. This trip was a real eye opener as over half the yachts in the Rally were international and added much flavour to the numerous cultural events that were part of that Rally. Unfortunately, our involvement was cut short by news from our family of a very sick grand daughter who required 24 hour adult monitoring. So within 30 minutes of receiving that email (by morning Sailmail) we retraced our steps, cleared out of Kupang and returned to Darwin. While Pattie flew to Sydney I stayed in Darwin till October when the trade winds abated and I was able to sail back to Port Stephens. *Subzero* and *Dreamweaver II* had just completed a cruise to the Kimberleys and were part of the 12 yacht flotilla on the return. This was my third trip past Cape York so I was becoming familiar with these waters and conditions. It took 21 days of sailing with tight sheets to reach the first NE wind at Dunk Island.

By 2008 our grand daughter was sufficiently recovered for us to join the Sail Indonesia Rally again which was Voyage 10. Spending 3 months cruising the more remote regions of Indonesia was an educational and fun event. As we proceeded west and reached Lombok and Bali the environment became more commercial and tourist oriented. Bob and Geraldine Baron, *La Coquette* were able to join us for the leg Darwin to Bali. When off the tourist beaten track, the local people exhibited great curiosity and helpful interest. A highlight was to spend 3 days on an Africa Queen style boat up small rivers looking at the Orangutan community in south Kalimantan. Then it was on to Singapore and crossing the Straits with 6 lanes of heavy shipping traffic all traveling at 12 knots but only a mile between ships. A good look out and visibility was essential if heartbeats were to be kept under control. The Sail Malaysia Rally picked the up management of the yachts as we sail up the Malacca Straits stopping most nights to enjoy various ports, cultural events and anchorages enroute to Langkawi Island.

With 3 years cruising the waters between Langkawi and Burma to include Phuket and various side land trips it is hard to define any actual voyages. However, by 2010 we were off again on the Passage to the East to sail back down the Malacca Straits past Singapore and up the east coast of Malaysia before crossing the South China Sea to East Malaysia via Kuching. This was Voyage 11 terminating in Kota Kinabalu (KK as it is locally known) on the west coast of Borneo. Cruising and basing in these waters is very enjoyable as Brunei and the duty free island of Labuan are less than a day's sail away and each has its own charm and attractions to a yachtie. These include very cheap fuel at Brunei and duty free at Labuan. Sailing conditions are seasonal with NE and SW monsoon winds separated by transition conditions of no wind but heavy storms and typhoons nearer the Philippines just to the north.

Voyage 12 started out as a trip to Palawan Island which is the large southern island in the Philippines just off the north tip of Borneo. This was aborted after the first day northbound from KK. A very sick friend accepted our offer to sail his catamaran back to Australia so we cancelled the trip, re-cleared into KK, moved onto his yacht and delivered it to Mooloolaba in 7 weeks arriving in early December. On return to

our yacht the next year, we again set out to complete that voyage to the Philippines which is an ideal cruising area with plenty of anchorages, clear water, good markets, friendly people and reasonable weather if you avoid the typhoons. We enjoyed two months cruising Palawan although there were few other cruising yachts in the area. So voyage 12 eventually ended back in KK where we began preparation for the return to Australia using the experience gained the previous year during the delivery trip of our friend's yacht.

As we enjoy cruising in company on these long voyages, we advertised our intentions and broad plans for sailing home in late 2012. *Wavesweeper* and *Nimbus II* were two CCCA yachts to join the group which left from Tawau on the east coast of Borneo in September with the objective of rounding Cape York about the end of November. This was Voyage 13 and provided the basis of an article on NOONSITE on how to mostly day sail back through Indonesia

entering Australia via Gove. The trip across the Gulf and down the east coast (as the trade winds ease and before the cyclone season arrives) was becoming pretty routine. This completed my seventh trip round Cape York.

Our final voyage (14) was another trip to the Whitsundays and Lizard Island and back in 2013. While there have been many shorter and less colourful passages which could be called voyages the ones described are the more notable. Who knows what future adventures might arise? We certainly never imagined that when we took ownership of *This Way Up* in 1999 that we would have undertaken any of these international and long distances trips. As I have said before, a voyage is basically one day's sailing followed by another.

Dave Bowden
This Way Up

FINDING RACE RESULTS.

Does everyone know how to access the race results on the net?

Here is a way of checking up whether your partner is cheating on you. (That is he/she has told you the boat was a bit slow lately and so they need to purchase new sails!)

On our website, go into SAILING, then RESULTS, then **Saturday Spring 2021 Covid Cup**. You will see a blue rectangle. Choose [2021 Spring Covid Cup](#) and a number of pages will appear.

Select the first page under **PHS** (series) and Voila there they are, All the SERIES results; **BUT** for the individual races you have to click on the, **Race number** you wish to see.

For example: In division 1, put you mouse on the black race **number 2** heading. The white letters will change colour to **Race 2**. Click again and you will have the **real STUFF**. It will show that there were 11 starters in Division 1 for race 2, then all the times and handicaps etc. ..

The yachts are not listed in finishing order, but a study of the figures for RACE 2 shows that the first **six** yachts, finished within **seven** minutes of each other!!! **I reckon that was pretty good! (Ed.)**

AUSTRALIA SAIL GRAND PRIX

From Australian Sailing

The Australia Sail Grand Prix, Sydney presented by KPMG will be held on 17-18 December 2021. Sydney Harbour will host the seventh event in SailGP Season 2, with the reigning Champions returning to home waters on top of the leaderboard for the penultimate event.

We'd love to work with you on encouraging your club members to witness the adrenaline-fueled racing and cheer on Tom Slingsby and his team as eight nations go head-to-head in Sydney.

For all your members who wish to witness the racing from the comfort of their own boats, we encourage them to register for our Bring Your Own Boat programme. Through email and VHF radio boaters will receive live updates from race management including race course position, commentary and race timings. A copy of the Bring-Your-Own-Boat programme with key information on how to sign up is attached. There is also a competition for those who register to win a behind the scenes team base tour!

For those that want to get amongst the action in the middle of the Sydney Harbour race course we have a variety of fan experiences. Be front row on Shark Island, join us on one of our spectator boats, or go behind the scenes with an exclusive tour of the team bases where athletes and shore teams prepare the high tech F50 catamarans. Further details on different fan experiences can be found at [SailGP.com/Sydney](https://www.sailgp.com/Sydney).

Dates to Remember

November

- 6th Jack Hollman Day
- 7th Soak Up Sunday Sailing Session
- 19th Sail Pass Information Night
- 21st Soak Up Sunday Sailing Session
- 26th Presentation Night
- 28th Working Bee

December

- 3rd AGM
- 5th Women's Helm
- 12th 50th Celebrations Open Day

January

- 26th Australia Day Cruise

March

- 13th Women's Helm

G'day from The Bay Sailing Centre.

We are commencing the Tackers Programme this Saturday 30 Oct. Tackers is aimed at children 7 - 12 Y.O.

The sessions are on Saturdays and Sundays with two sets of weekday sessions just before Xmas and just after The New Year. The link below will tell you more and allow you to Register your Grand Kids etc. The link has lots-a-info!!

Cont + Click

https://baysailingcentre.com.au/sail-training/junior-learn-to-sail/?fbclid=IwAR2Edv1Xli0y2Dx1_meYARaH8QWQH92aHWxRaLtAbYlJo7M0nVTJ8oi7sxU

Fair Winds & Following Seas Dennis Hume.

a.k.a. rhino 🐘 Sailing Instructor 🛶



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