



Net fishing at sunset in the shallows off Bagnalls Beach this month, Photo by Rossco

## Commodore's Report

Our PSYC Secretary Penny Meakins submitted her resignation to the PSYC Board with an effective date of 30<sup>th</sup> June 2022, Penny took over the role under difficult circumstances attending her first board meeting in June 2021. At the time I commented on "her sailing and working life experiences will be a great asset to our club" this has certainly been the case and I would on behalf of all PSYC board members extend a massive thankyou to Penny for her dedication and commitment to the role over the past twelve (12) months.

Deb Wellwood has agreed to take over the secretary role between July and our next PSYC AGM in November 2022, likewise Deb is a keen sailor, active with PSYC She Sails program, a member of the race committee and has extensive work experience within corporate businesses. Next time you see Deb at the club say hello and welcome her to the role of PSYC secretary.

Following the AGM in November 2021 I had indicated to members that the PSYC board would deliver the following:

1. **General Meeting of PSYC** after six (6) months of the AGM
  - a. Please to advise that a General Meeting was held at the club on the 20<sup>th</sup> June 2022, it was attended by fifteen (15) club members, with apologies from Rick Pacey, Peta Oliver & John Nederloff.
  - b. There was only one (1) question with notice from Ian Barnard with regard to offshore sailing requirements around crew numbers.
  - c. Flag Officer Repots were presented by the Commodore, Vice Commodore, Club Captain, Rear Commodore, acting Treasurer, Secretary, Director 1 and Director 3.
  - d. The minutes of this meeting will shortly be available on the PSYC website Members Only Login.

## 2. Members Only Website Login

- a. This project involved a huge effort from Paul Sinclair PSYC IT Manager and was delivered by a short demonstration by the Commodore, Paul thank you for all your effort for delivering on time and on budget.
- b. Following the July board meeting the content and access will be provided to members, look out for an e-mail requesting you to login and create a password for your access.
- c. This member access will allow dissemination of confidential information to members 24/7.

On the social side it was great to see members and their guests supporting our Covid postponed "Hearty Meal Night", included was a glass of bubbly on arrival, bread + two (2) course meal from Two Bobs Bakery and Live Music. There were forty-five (45) members and guests plus five (5) band persons, so in all 50+ meals were delivered, the music encouraged members to the dance floor for was a great night. Quote from Chris Bebb "What a cracking night... Great meal, great music, and great company, all at a fair price" thanks Chris for your support! We will have another Hearty Meal Night on the 29<sup>th</sup> July same format so book a ticket for a great night, hoping to get 56 members and guests in attendance. An invitation will be sent direct to your e-mail address & website.

Michael Kirby - Commodore

# Vice Commodore's Report

Hello all

If May felt like it just whizzed by then June was a blink, not helped by the weather killing its above average number of races, but we did eventually get a couple of events in. As mentioned last month, after some feedback the Offshore series was removed from the Winter Programme and will return in Spring along with the Twilight with the commencement of Daylight Savings.

Following up from a number of questions, I ran a session on how our handicap system works, and in particular the way Sternchasers are designed. This was recorded by Ross and he is investigating whether it can be edited and be posted up on the web. The bottom line is:

- Sternchasers are time based not distance with a planned finish of 3:30 (ie 2 ½ hours for the back marker) with courses chosen and shortened to hit this target. A real challenge for any system to get this one spot on.
- Combined starts results are calculated after the event and course length and time accommodated by the system, and also planned for a last boat finish at 3:30 for winter.
- The biggest challenge I find is ensuring the merging of the Divisions is accurate and also ensuring our club handicaps are representative with other clubs and events. Having club boats competing in these events provides a reference to make any needed adjustments to our fleet overall.
- Points Score race progressive handicaps set the handicaps for the initial race of each new series and then run within each series.
- Each boat's handicap update is based on the Top Yacht 'recipe' which calculates your new AHC. This includes a number of your last races to calculate your result and a new handicap. The recipe was selected with the help of Top Yacht and was based on their review of our historical results.
- Handicaps are reviewed at the end of each season for any gross adjustments.
- Our current handicaps are now based on two years of history and will continue to evolve.

While the handicap system works away to normalise boats results, as with all races, individual results are also more likely to be far more affected by:

- ✓ Course selection favours a particular boat design
- ✓ Filling or dying breeze favours a front or back marker
- ✓ Cleanliness or otherwise of a boats hull
- ✓ Crew competency or otherwise
- ✓ Tactical decision making or errors
- ✓ Gear failures

These variations that can cause differing results are typically beyond the ability to manage within a handicap system. That said the aim is for when things go really well in a race that the system rewards you in the short term, but ultimately punishes you in the long.

When looking at the results, the things to look for are:

- AHC – Allocated Handicap which is the one that is applied for the race you are looking at.
- BCH – Back Calculated Handicap which the handicap you would have had for all boats to draw and used as part of the calculation for your CHC.
- CHC – Corrected Handicap, this is your new handicap as calculated by the program and will be your AHC in the next race.

**As always keep looking at the website for any updates, happy sailing, stay away from the hard bits, respect the rules, and hopefully see you out there on the water soon or back at the club for one of our fantastic Winter sunsets!**

## Club Captain's Report

Hello All

We've been working hard to bring some excellent guest speakers to the club for our training nights. Please support these evenings as these guests are giving their time willingly to present interesting talks that may help you in your maritime career(!!!). Sure it may be cold, dark and rainy outside, but in the clubhouse it's warm, light and cosy with the cheapest drinks around.

The Shoal Bay Mark is AWOL (Absent With-Out Leave for you non-military types!) since the last big blow, so I am getting it replaced. While that is happening the club moorings will undergo their annual maintenance. SPEAKING of which, one of the club moorings has become available for hire, so if you're looking for one of the most protected moorings available in the bay (and cheapest!) please hire our club mooring. Prices are on the website.

While the weather has been most challenging these past months why not come in and patronise the Club after a race while you wait for the results to be finalised and announced. Full appreciation goes to the Starters who spend hours waiting for ALL boats to cross the finish line before then finalising the results. Having a drink and giving the starters the time they need to print results when they come in is just courtesy. Furthermore appreciation also for the boat owners who come to the line even in poor conditions never knowing whether they will be able to finish in time until they finally do! Without them there would be no race.

A reminder for yacht owners: When renewing your insurance, please send me a copy. Then the club can continue recording race results for you!!

Remember: the target is eight seconds!!

Cheers, Rossco

## Membership Matters

As the 2021-2022 Membership Year comes to a close, I am working in the background to set up the invoicing side of revSport for the 2022-2023 year. I am looking forward to moving into a new membership year at the start of September with no interruptions to activities, now that COVID related closures are behind us. It's a nice feeling to be able to have confidence again in planned events going ahead.

Events are coming up thick and fast now! The training program is back in full swing - the evening with Nicky Bethwaite, which was held in July, is followed by a Diesel Maintenance Information Night planned for August 12<sup>th</sup>, see the flyer later in the Bilge or check the website for more details.

Social nights are also happening with Two Bob's Hearty Meal nights, complete with live music. A trivia night planned for Sept/Oct, Games Night and a Thank You luncheon for our Volunteers in the coming months, date to be confirmed. Be sure to renew your membership to take advantage of the Member Discount for our events.

The sailing program continues with a great variety of races and the inclusion of some local cruising once a month. Where else can you race without having to pay an entry fee for every series?

On a positive note, there have been no changes to membership fees this year and I hope you are all looking forward to the year ahead as I am. Invoices will be sent for the membership category that you were in as of July 31<sup>st</sup> 2022. Please don't hesitate to contact me for any changes. Email is best to [director1@psyc.com.au](mailto:director1@psyc.com.au).

As occurred last year you can choose your payment method

- Online (credit/debit card – additional transaction fees of \$1.60 + 2%)
- Bank deposit
- Cash via bank deposit or at the club (there are cash payment slips at the bar and with the envelopes just outside the office. Just fill in the slip and put it in an envelope with the cash and drop into the letterbox slot next to the office door.

Invoices for membership renewal will be emailed in the first week of August. Payments are due by 1<sup>st</sup> September. Membership cards will be available for pickup from the Club generally within two weeks of payment being received (after 1<sup>st</sup> September).

If anyone does not have email access and needs a paper version of the membership renewal invoice then please phone or text to 0435 206 650.

Peta Oliver  
Director & Membership Officer

## REFLECTIONS FROM THE BAR

During the past twelve months we have endeavoured to offer a variety of wines and spirits for you to enjoy. However in order for this to succeed we need your participation and have noticed that very few of you are coming to the Club after sailing now?

The Bar is one of the main sources of income for the Club and offers drinks at very LOW prices so PLEASE support the Club and remember that we are all Volunteers and give OUR time to stock and open the Bar for YOUR enjoyment.

The Wine of the Month for August will be the popular DARK CORNER Durif of which we have two dozen and will be available at \$20.00 per bottle until sold. We have a new red wine from Three Jailbirds which is a Cabernet Sauvignon at \$18.00, so please let me know what you think of it.

White wines are selling slowly so I've decided to focus on the red varieties until warmer weather returns. Wendy, Donna, Tony, Bev, Andy, David, Karen-Anne and Dot, look forward to welcoming you all back to the Club

Cheers. Wendy Mountford. (Bar Manager)

# Upcoming Training Night

## *The KISS Principle of Diesel Engine Maintenance*

*"Keep It Simple Sailors"*



Learn how your diesel engine ticks and to treat it with some TLC to ensure it looks after you when needed. Ensure Murphy does not take charge when the going gets tough.

If you're thinking of venturing away from your mooring for more than an afternoon (and sometimes even just for an afternoon) having enough knowledge to understand how your diesel engine goes Round N Round & Up N Down could save you a lot of heartache and trouble. By the end of the night you will have an understanding of how to undertake simple maintenance tasks and to troubleshoot simple problems which can offer you security you wouldn't have otherwise. And the well-maintained engine is one that is least likely to give you trouble.

You can learn all you need to know for maintenance procedures by attending this excellent information evening given by Dave Giddings of Drive Marine.

Join us

**Friday 12th August 6.00 - 8.30pm**

Members \$10

Non-members \$15

RSVP: [REGISTER HERE](#)  
or via [psyc.com.au](http://psyc.com.au)

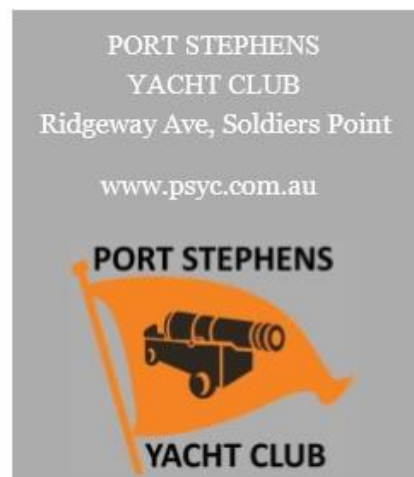
Presented by

**Dave Giddings**

**Clear System**  
Long Life Exterior Clear Finish

**Bote-Cote**  
Australia's Premier Marine Coating Epoxy

**Aquacote**  
Australia's Finest Marine Quality WATER-BASED Two Pack Paint.



# Getting Access to the Members' Content

As you will have read in the Commodore's Report, the Members' Only content will be opening up shortly. I will be running a process to load member data into the website to create Members' Only content user logins.

One consideration however is that the website software requires all users to have a unique email address. What this means is that if you are a family that all use the one email address, then only one member login can be created. As I will be loading the member data from RevSport, the PSYC's management software, you may wish to go in and revise your contact details here: <https://www.revolutionise.com.au/psyc/login/>.

Please note: as requested by the PSYC Board, no personal details will be displayed anywhere on the website at this time.

The process for setting up access, in summary, is as follows:

1. At least 24 hours prior to loading the member data to the website you will receive an email from PSYC advising you that the process is about to be run.
2. When the data is loaded you will receive an email from the website with your user details and a link to the Recover Password page.
3. Enter the email address or username provided in the confirmation email in the Recover Password web page and you will receive a Reset Password email.
4. Click the link in the email to go to the create/reset password page.
5. Enter a password of at least 6 characters. It is strongly advised to use a mix of lowercase characters, uppercase characters and digits.
6. Once you have clicked the reset button you will be redirected to the Members Only login page.

**There is a complete pictorial guide to the process of activating your Members' Only access here:**

<https://www.psync.com.au/activate-your-members-content-login/>

Once you have created your password you can login at any time through the "Members" menu on the top right of the PSYC home page.

If you have any issues during the activation process email [itmanager@psyc.com.au](mailto:itmanager@psyc.com.au) but please allow me at least 24 hours to respond.

At this stage there is not large amounts of content, but this will be added to as the Board continues to define what is suitable. If you have suggestions for content; contact a board member.

Paul Sinclair

PSYC IT Manager

email: [itmanager@psyc.com.au](mailto:itmanager@psyc.com.au)

# Look! We made it into Hansard

## Kate Washington's Report



### PARLIAMENT OF NEW SOUTH WALES LEGISLATIVE ASSEMBLY

#### FIRST SESSION OF THE FIFTY-SEVENTH PARLIAMENT

#### COMMUNITY RECOGNITION STATEMENT

30 March 2022

#### PORT STEPHENS YACHT CLUB

**Ms KATE WASHINGTON:** I congratulate the Port Stephens Yacht Club on achieving its fiftieth anniversary. I commend and thank Commodore Michael Kirby, Vice Commodore Rick Pacey and Rear Commodore David Simm for being at the helm of the club for this auspicious occasion. This important milestone in the club's history was celebrated in style, including by a special sail past, with boats festooned in flags and sailors dressed to match. Special mention is made of the yacht *Yafunga* and its crew, who took out the popular vote for the best dressed boat with a blue and yellow tribute to Ukraine. The Port Stephens Yacht Club has impressively stayed on course for 50 years, run entirely by volunteers. The club initially started with only 10 members, in 1972. Now there are 225 members of all ages. I thank Robin Foley for writing a book recording the history of the club's 50 years. The club boasts a busy calendar of weekly social and competitive racing activities, with the board adopting initiatives that encourage more women to participate in sailing. I congratulate all past and current members of the Port Stephens Yacht Club.



# Two Bob's June Hearty Meal Night Report



A great night was had by all who attended the Two Bob's Hearty Meal night in June with live music was well supported. It was a fun night with delicious food, drinks and dancing with the usual spectacular sunset from our balcony. We had 48 members taking it to near capacity.

The 'Hearty Meal Night' with live music was well supported. It was a fun night with delicious food, drinks and dancing with the usual spectacular sunset from our balcony. We had 48 members taking it to near capacity.

The band, Tall Timbers, got everyone up dancing and Donna and Peter Symes did a rock and roll dance to celebrate Donna's Birthday.

As Chris Bebb said "what a cracking night it was at the Club last night! Great meal, great music and great company, all at a fair price. Thanks Michael & team for all your hard work."

Big thanks to Two Bobs Bakery for providing the meal and best bread in town, and a big thankyou to our volunteers who helped set up, Hugh and Peter and our fabulous Bar staff, Wendy, Dot and Bev.

Many perhaps sailed with a hangover the next day.....

## 50th Club Merchandise for sale

We have finally received all the merchandise including shirts and caps that have members have ordered. If you haven't picked up your yet, it is available at the Club or email Jan Payne at [Director3@psyc.com.au](mailto:Director3@psyc.com.au) if will be difficult to pick up the merchandise from the Club. We also still have long sleeve shirts, burgees, stubby holders, 50th anniversary books and caps available for purchase. Just reach out to Jan at [Director3@psyc.com.au](mailto:Director3@psyc.com.au) or talk to any Board member at the Club to see what is available.

**Long Sleeve grey shirts**      \$47 each

**Stubby holders**      \$10 each

**50TH Anniversary books**      \$10 each

**Caps**      \$23 each

**Club Burgee**      \$20 each



# Training Night Report – Racing to Win with Nicky Bethwaite



On Friday the 15<sup>th</sup> July, 20 Club members were treated to a talk entitled “Racing To Win” but it was more than that. The Speaker Nicky Bethwaite gave us an enchanting story about her life and the struggle for a woman to get into international sailing. But really, she had no choice. She was born to sail. Her Father taught her to sail in a Northbridge Junior then Flying Ants and a few years in Cherub class where she and her Brother won a world Championship! At the 1988 Seoul Olympics, they introduced women’s sailing in the 470’s Class. Nicky was there achieving a sixth place, but Nicky was disappointed and vowed to do better. She began sailing in various keel boat events and regattas throughout the 1990’s

In 2000 she was introduced to the small new Keelboat Class, the Yngling and teaming up with two friends Jenni Bonnitch and Kristen Kosmala, won the NSW State titles, the Sydney International Regatta and the Australian Championships, then the NSW State titles again in 2003.

In Athens 2004, the three girls came 11<sup>th</sup> in the Olympics and went on to compete in all the major European Championships. Nicky said the Yngling, being only 24ft was particularly suited for women’s sailing.

She qualified for the Beijing Olympics In 2007 Nicky qualified for the Beijing Olympics but a Cycling accident in training prevented her from competing. Following this she began sailing a Sydney 36 from MHC and has since moved to Port Stephens taking time to enjoy her other interests.

Only two days after moving into their ideal house earlier this year, Nicky and her husband were lucky to escape as fire began to engulf the house. The fire had started from an over-heated rechargeable car battery. Keith, a builder, had intended to retire to play golf, but all that change in minutes.

Nicky told the audience to win you have to set goals, set about achieving them and “be consistent”. In the end they were aiming to get the “spinnaker up and drawing in 8 seconds”!! In practice they found that one of the best indicators of how well they were doing was “How many bruises did we have?” Less bruises meant they were moving better in the boat. Nicky shared that your “measurements for success might not be what you expect” Rounding marks was the place to make up positions in a race – “the principle is simple the biggest opportunity to improve is at marks”. “Go in wide to come out tight” and they aimed to power on with only two winds on the headsail sheet winch. Keep the movements of the crew smooth and minimal to maintain the balance of the boat.



Nicky’s tips:

- You must have a plan for the start and the race but be prepared that the plan might especially with weather
- Don’t stop the boat before the start
- Know how long it takes for your boat to accelerate
- Set yourself up so as you won’t need to tack in the first 5 minutes of a race (impossible at times with our start line! . . .Ed)
- Promote crew coordination with constant talking about what you are doing and are planning to do, in the coming minutes, the next leg. Share the race plan. Its really all about anticipation.
- Know your crews’ level of ability – Expectation has to meet execution, not vice versa
- Information from instruments is always after the fact
- Sail blind – to learn the the heel of the boat with the feel of the breeze and the helm

# That Yacht on Nelson Bay Beach

Hi John, you asked for a report for the "Bilge".

Here it is.

I had planned on searching for a suitable "pocket yacht" small enough to sail single handed yet with enough headroom down below that I didn't need to stoop. The plan was to find or adapt a suitable boat for a project cruiser to sail along the coast. After a search for about a year and a half I found a Top Hat in March 2021. Things I was looking for in a project Top Hat sloop included no through-holes and no diesel motor so when I heard about Wicked Games I was excited and purchased her unseen from a lovely aged gentleman I will call Mauritius John.

However, when first boarding Wicked Games it was sadly quite a mess and when I climbed down below, the water was above my knees needing hours of bailing.

Then Covid sort of stopped things and when things started opening up I purchased a set of used sails for a similar sized boat. A good friend with a "Toppie" in Pittwater, helped me out, advising me and lending me loads of equipment as I prepared to sail her down to Pittwater. Unfortunately another good friend who was to help me to sail her south, fell ill and was unable to help me crew her. Then with the weather we've had, I wasn't confident to sail her single handed to Pittwater.

The weekends leading up to the storm were thus spent driving from Sydney to Nelson Bay and back to find conditions, either too little wind, too much wind, or the seas too big.

Then the storm hit on the Sunday night as I drove back to Sydney for work. My sister who lives in Salamander Bay told me about the storm, so I drove up to Nelson Bay to find "Wicked" up on the beach!! She had broken free of her first anchor and dragged her second! Unsure what to do, I drove up to Marine Rescue to see if we could tow her back on the evening high tide of 1.8m only to find that unfortunately they couldn't help me with the prevailing storm. Then started the endless calls and emails, but as I discovered, being only a "pleasure craft" all the help with the sort of machines able to



push Wicked (enough down the beach to be refloated on the next high tide) we're busy clearing fallen trees or reconnecting lost power lines etc. until I called Ian from Bill's Crane Trucks. They were fantastic and agreed to help Saturday.

As I was prepping the boat that morning two happy and experienced yachties, (John & John from Yulunga), turned up and asked if I needed a hand. With a sigh of relief and holding

back the tears I croaked yes! Together we dismantled the boom and prepared to drop the mast, trying and problem solving different ways and eventually lowered her mast intact. The truck could now lift her.

John and John pretending the mast was heavy. (Left).

Very much uplifted from the two John's, I dug the rudder and keel free for Ian who craned the boat onto his truck bound for Pittwater. I'm not sure how much the fines exactly would be if I left her on the beach but I was warned by the MSB that the combined fines and fees would be in excess of 5K. The crane & truck freight to Sydney was 2.2k in total (\$500 deposit). Done and dusted.

I cannot thank enough the wonderful people who helped save the yacht. After a complete refit I plan to rename her "Shoalie" II after the RAN frigate my father served on at the end of the Second World War. And if his health is up to it, I wish to take Mauritius John sailing one more time once she's been fixed up and upgraded.

Brian



*Bills All-in-one Truck Crane*

## Our Wednesday Handicap System Explained

**By Gordon Dyer and Martyn Jeggo**

Handicapping systems – be they for sailing, golf or any other sport – are designed to give every competitor a fair go. We hope our system does that.

Many of us remember Wednesday racing before the introduction of the present system. Handicapping then was in the hands of a very capable and dedicated controller. In spite of this, complaints about the system were common but rarely, if ever, justified. The system wasn't understood, it encouraged sandbagging and led to very large week on week adjustments when the wind dropped dramatically mid-race when some boats had finished and others hadn't (and didn't). There was a need for a different system which was simple, transparent, helped to eliminate sandbagging and avoided unreasonable week on week adjustments. Hence the current system which is similar to that used by many other clubs.

It is so simple that one of the writers (the dodderly old one) can mentally adjust the times of fourteen boats in a few minutes while the younger writer spends much longer on the more difficult task of updating last week's results in the computer. A computer programme then repeats the calculation of next week's start times to compare with the old man's assessment which is always right (all handicappers are always right!) The programme also updates the table that shows boats' relative positions in the series.

How the times are adjusted is shown on the following table, a copy of which is also on display at the club, was sent out via the Whatsapp site a couple of weeks ago and we can provide you with a copy if this helps.

The adjusted time each week is based on only two factors, where you finished in the race and how many boats finished. Armed with this information all you need to do to calculate your time adjustment for the following week from the table. All adjustments are made in minutes with a maximum of 3 minutes added to the first boat and maximum of 3 minutes deducted from the last boat.



If more than 14 boats finish, only the first six and last six change their start times as if they had been the first and last six in a 14-finisher race. All other finishers get a "0" Non finishers get a "0"

Plus or minus sign indicates number of minutes later or earlier applied for the next race

When a new boat joins the fleet, we will allocate a starting time, based on similar sized boats. The first three races will be used to provide us with a new handicap starting time for this boat and after these three races he will be able to compete in the series.

We will always post the adjusted times for each week on the website. Note that the post on the Website will also include the course for each week as this changes usually on a monthly basis.

We do hope this has clarified any confusion you have regarding the handicap system employed for the Wednesday stern chaser and we are both happy to discuss this further. But honestly, it couldn't be simpler!!

**Note the results of this handicapping does not apply to any other races including stern chasers, The others are adjusted using the Top-Top Yacht computer program.**

## **The AFLOAT MAGAZINE - Sea Sickness**

One reason for going to the club is to pick up a free Afloat magazine and while you are not sailing you can read it! The new June issue on page 42 has an article on SEA SICKNESS written by their weather reporter Malcolm Riley who apart from being a weather bureau man (for 34 years) skippers the Lady Nelson, square Rigger, based from Hobart. The article warns of the dangers of having sea-sickened and therefore weakened crew in storms etc. His point was that often vessels survive but the crew perishes. When it comes to medication for Mal de Mer, he says many people try ginger, pressure wrist bands, aroma therapy and so on, but he advised proper pharmacological medicines to be taken before they are actually needed. He says the drug of choice for Tall Ship Sailors around the world is Stugeron 15. It is not available in Australia but not illegal and can be ordered on line from the UK. (This author has obtained it from a chemist in Indonesia and has purchased tablets in Britain where it is sold as a common travel sickness product.) It is taken a tablet every 8 hours until you get your sea legs.

# Near tragedy . . .

## Yachtspersons rescued 15 NM off Wollongong.

Rear Commodore David Simm passed a link to me to a Chanel 9 report of a sea rescue from a capsized yacht off Wollongong. The article focused on the brave sailors on the Royal Australian Navy Destroyer HMAS Brisbane who came to the rescue of two experienced mariners.

To this yachtsman however, the details from the next morning's news, raised more questions than answers. How big was the yacht? What was it doing out in 25-30 knot winds and heavy swells 15nm off our coast? Why was the alarm not raised until twelve hours after the capsize at 1am, and why did the yacht not right itself leaving the sailors clinging to the hull for fifteen hours?

Two days later the hull (Fibreglass with no antifoul visible) was found washed ashore on a sandy beach!! The photo shows it was missing its mast and the whole keel, and no sign of a rudder, leaving the mariners to cling only to the propeller sea leg.

The amazing thing is that a passing Commercial Ship MV Arietta Lily located the upturned white hull that was barely above the water and swamped by the two metre swells after receiving a distress message from the Australian Maritime Safety Authority. They were able to standby and direct the HMAS Brisbane to the stricken yacht. The destroyer Brisbane deployed a rigid inflatable dinghy (pictured) to rescue the sailors.

Now a further post by the Marine Industry News reported that the yacht was only 30 feet long, a First Farr X2 specifically designed for two handed offshore racing. "The yacht named Nexba (Hull number 1) was trying to complete the overnight 100nm ocean passage to qualify for the Sydney to Gold Coast race on July 30th".

How lucky were the two women to survive for 15 hours in the water? Incredibly a passing ship found them two hours before dark and a Navy ship was close by! The yacht cost \$205,000. The women were experience in ocean sailing and they hoped to compete in the two handed female crew division of the Sydney Hobart Yacht Race in December.

We must now wait for the outcome of the enquires by the Royal Price Alfred Yacht Club, Australian Sailing and Farr Yachts. Australia.



What was left!!



The Navy rescue and the size of the rescue target that the Ship sighted.



The bit that went missing!!



Trials on Sydney Harbour

## Do you know what you're covered for?

My Spacesailer 27 club in Perth sent this Insurance update . (Ed).

### Directly From AS

*Australian Sailing provides a whole-of-sport Personal Accident insurance program that covers financial members of affiliated clubs, Discover Sailing Centre students and SailPass holders, primarily when participating in sailing races and training activities.*

*We have recently conducted a review of the policy with our brokers Network Insurance Group, to recalibrate the policy so that it focuses on providing coverage that gives value and relevance at club level, while reducing duplication and managing costs.*

*The review has resulted in a number of changes being made to the policy which will come into effect from 4pm, 30th June, 2022. Key changes to the policy include:*

- *Extension of cover to include all club volunteers*
- *Maintaining or increasing the level of benefit paid for most claimable categories*
- *Removal of overseas coverage*
- *Clarification of recreational boating coverage*

*What this means for clubs:*

- *All financial members of Australian Sailing Affiliated Clubs continue to be covered while participating in activities that are organised by the club (all types of sailing under the Racing Rules of Sailing, Powerboat navigation events, SUP/ Kayaking events, Cruising events, etc)*
- *All club office bearers (directors and committees) and volunteers are now covered on the water and on club premises i.e., race officiating, clubhouse maintenance, canteen duty etc (and now includes non-member volunteers). Some clubs may no longer need a separate Volunteer Workers insurance policy as a result of this new inclusion*
- *All accredited Instructors, Coaches and Officials remain covered, on clearer terms*

- *All Discover Sailing Centre course participants continue to be covered, for up to three months from course completion*
- *Clarifies the existing position that club members are not covered when engaged in recreational boating activities (going for an afternoon cruise, coastal journeys etc)*
- *Club members are not covered when on the club premises in a personal capacity (i.e., having a meal/ drink, working on their boat etc). Guests (previously defined as category 4 Insured Persons) are no longer covered*
- *Your members will not be covered when overseas*
- *The geographic limits of coverage will now be limited to Australian Territorial Waters (up to 200 nautical miles)*

*What this means for individuals:*

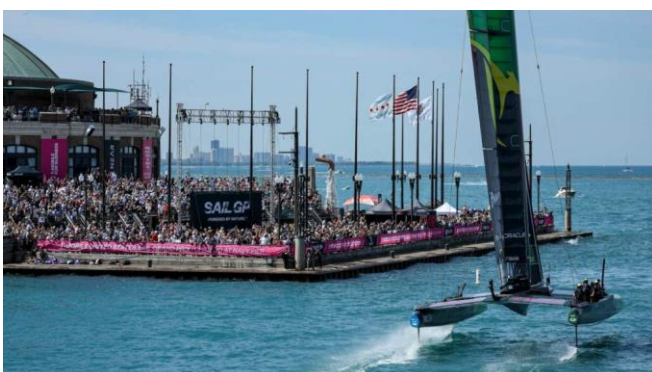
- *You are covered when racing and training/ practicing for a race you are entered in*
- *You are covered when delivering a yacht to and from a race*
- *Travelling directly between your home and a club remains covered, but at a reduced rate*
- *You will no longer be covered when travelling to or competing in overseas events*
- *Geographic limits of coverage are limited to Australian Territorial Waters (up to 200 nm)*
- *Travel coverage can be arranged for clubs and individuals for overseas events by contacting our brokers*
- *For individuals who are departing to compete overseas prior to 31st July; and for those that may already be overseas, there is a sunset provision (extension of cover) for Overseas Medical cover that remains in place until 30th September 2022*
- *You are not covered when participating in any activity organised by a non-affiliated club*
- *Updated and simplified claims form and processes*
- *\$50 excess for lodging non-Medicare Medical Expenses Claims (no change)*

*Further details can be accessed on AS website:*

## **The flying kangaroo made it again**

**in the final of the World Sail Grand Prix.**

Tom Slingsby and his crew nearly did not make it to the final after coming last in the fourth race of the lead-up to the final at Chicago Lake Michigan but managing to edge New Zealand out of the final by one point. The final results were Aust 20pts, Can 17pts GB 17pts NZ 12pts, Den. 12pts, France, 9pts USA 9pts, Esp. 8pts Swiss 4pts





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