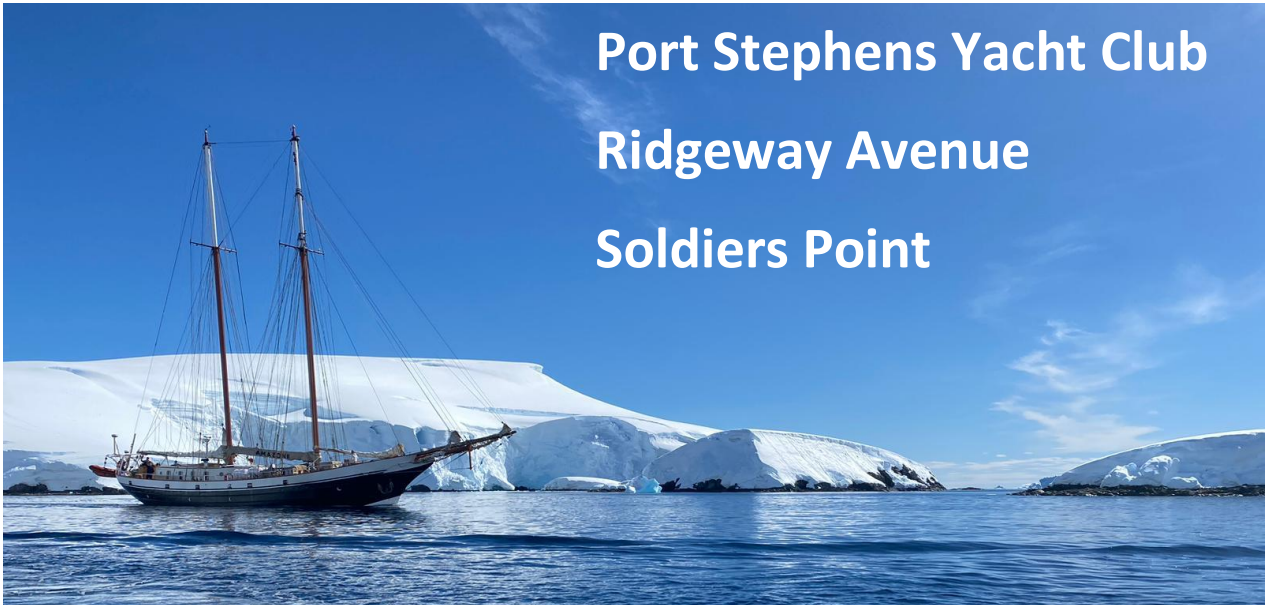




The Bilge: December 22/January 23



Rick Pacey looked for a new Yacht Club, South of Australia.

Stop Press Breaking News

The Minister for Sport, The Hon. Alister Henskens SC MP has sent the Commodore an email advising that:-

The state government has advised that Port Stephens Yacht Club Ltd.'s application for funding under the Female Friendly Community Sport Facilities and Lighting Upgrades Grant Program 2022/23 has been successful. The terms and conditions of the grant, including eligible and ineligible project costs, will be provided to you by the Office of Sport.

Watch this space for more details!

Commodore's Report

- A. PSYC conducted its AGM on the Friday the 25th of November 2022, a ballot was not required as double nominations for positions were sorted with several members nominated withdrawing their nominations prior to the AGM. Please welcome your new board:
 - a. Commodore - Michael Kirby.
 - b. Vice Commodore – Julian Bell
 - c. Rear Commodore – Ross MacDonald
 - d. Secretary – Deb Wellwood
 - e. Treasurer – Tory Stewart
 - f. Club Captain – Tim Peachey
 - g. Director 1 – Steve Liney
 - h. Director 2 – Vacant
 - i. Director 3 – Rick Pacey
- B. Thank you to retiring board members:
 - a. Peta Oliver
 - b. David Simm
 - c. Jan Payne
- C. Following the AGM – my discussions with member & yacht owner Margaret Flockhart confirmed that she was interested in the vacant Director 2 position, recently retired, and having viewed her extensive working & sailing resume. I expressed my recommendation to the board about offering Margaret the vacant board position, this was unanimously agreed and thus I can advise PSYC members that Director 2 PSYC board position has been filled and looking forward to Margaret taking over the social side of PSYC.
- D. Having a full complement of nine (9) directors hasn't occurred for at least five (5) years, so looking forward to the extra help, which will be much appreciated, so when visiting the club introduce yourself to the PSYC director.
- E. Specifically, I have been guiding and assisting the new Treasurer and Director 2 in coming up to speed with their PSYC board roles, several meetings with Tory & Margaret and can report they are showing great enthusiasm for their roles.
- F. Managed to squeeze into December 2022 our Xmas Party, with 48 members attending the function, we tried a new catering company Guys Meats from Nelson Bay. Bistro style meats, bread and salads were well received – thankyou to Bar staff, Wendy, Rowan, Irene, Hugh & Dianne for setting up the tables and Xmas decorations.

NSW Government Office of Sport - Infrastructure Grants Female Friendly Community Sport Facilities and Lighting Upgrades Program Grants

1. PSYC Secretary Deb Wellwood – came across this grant opportunity in late October and sent out to PSYC members seeking assistance with preparation of our submission, via Julian Bell's input he suggested Kylie Russell a crew member who had experience in such applications. Our team with myself, Deb Wellwood, Hugh Mountford, Kylie Russell and Ross MacDonald scrambled, and I can advise we made our submission by the 22nd of November 2022 deadline.
2. Without specific details of our confidential bid Deb has brought together this summary for members:
 - a. We are planning to apply for funding through the NSW office of Sports Female Friendly Community Sports Facility and Lighting Upgrades Program. There is up to \$25m of funds available to revive sports facilities by upgrading existing sport facilities bathrooms and change rooms. The woman's facilities in the club are significantly smaller, substandard and difficult to access compared to the men's, and the club has no disabled facilities at all, so we feel we meet the criteria for the grants. We hope to get 75% of the funds for the upgrades from the State Government grant, with the PSYC providing the rest from its own finances, there's NO request for council financial support for the works, however we will need their

approval to carry out the works. The application is due 22 Nov, so all will have to move quickly to have all the documentation in place. We are working on designs and costs estimates now. The expectation is that we will not be doing any significant structural changes to the clubhouse and loose estimate at this stage suggests it could be around about \$100K + worth of improvements to the building.

3. NSW Government Office of Sport contacted PSYC on the 12th of January 2023 seeking further information, basically our Landlord's (Port Stephens Council) support for our bid, which they had granted during late December 2022. This is an encouraging sign as we understand they received approx. 70+ applications for this grant across NSW, so to be stilling seeking information in January 23 from PSYC is positive, so fingers crossed, the government wants the successful bidders to be announced prior to the NSW Government elections in March 2023.

26th January 2023 – Australia Day Sail Past & Spit Roast Lunch

By now all members will have been sent an e-mail invitation to this function, plus our website and brochures at the club, should be a fun day so dress up your yacht/vessel, contact Margaret (Director 2) if you need more details, we are planning on catering for sixty (60) to attend the clubhouse.

March 2023 – NSW Sports Boats Regatta

NSW Sports Boats Association (NSW BA) have contacted PSYC wishing to conduct their national titles on the waters of Port Stephens, with our club handling hospitality (bar service & BBQ's) and race management. Julian & Tim are handling this and will provide more details in due course.

24th to 29th April 2023 – Sail Port Stephens Regatta

- A. Seeking strong participation by PSYC yachts in all divisions.
- B. PSYC volunteers assisting across all facets of the SPS regatta.
- C. Hospitality to be provided during SPS at our clubhouse with Bar Service, "free BBQ's" and amenities, which further enhances our club's reputation in the sailing community, we are seen as generous, friendly, and prepared to go that extra mile.

Hope you all had a Merry Xmas and a Happy New Year, so 2023 should once again be a very exciting year for PSYC.

Michael Kirby

Commodore

Vice Commodore's Report

This is my first report as Vice Commodore, and I'd like to thank outgoing Vice Commodore Rick Pacey for his efforts over the past 4 plus years and assistance he has provided since I have stepped into this role. Its pleasing to see a strong fleet heading out on Wednesdays and Saturdays, and I can't believe that we already halfway through the summer season.

The offshore series has lost some of the momentum it had previously with PSYC adopting Australian Sailings, Safety Requirements of Category 4 for offshore racing. Decembers offshore saw five boats participate and they were met with fluky conditions with crews having to work hard to find enough wind to get around the islands and back into the bay. The wind eventually filling late in the day suiting Jia who had persisted in the tough conditions to take out the win. I'd like to encourage any eligible boats who have previously raced offshore and don't currently hold the required Category 4 Audit to consider becoming compliant, as it's not too difficult to step up to Cat 4 and I would be happy to assist with helping boats become compliant. It would

be fantastic to see a strong fleet return to the offshore series and take in the scenic variety offered when venturing off the coast of Port Stephens.

At the beginning of December, 51st Project represented PSYC in Newcastle Cruising Yacht Clubs inaugural Hunter 100. A 24hr offshore event, comprised of a 100nm race starting in Newcastle harbour at 6:30pm on a Friday evening and racing South to Bird Island before making its way North to Cabbage Tree Island and returning to Newcastle. The event coincided with the CYCA Cabbage Tree Island Race which comprised of most of the 2022 Sydney to Hobart fleet. The event had a minimum age limit of 16 years and PSYC junior member Arthur was given special exemption to participate in this event as a 14-year-old due to his already extensive offshore racing and cruising experience.

At the Skippers meeting prior to the commencement of the summer season the decision was made by the skippers not to pursue a Christmas series this year due to the timing of public holidays in relation to the season and the subsequent lack of competitors.

The Summer point score commenced in December and has had mixed conditions with 5 dedicated boats braving the rain and gusting South Easterly for the return of racing following the Christmas break. Chilli came away with the win, followed closely by Una Vita and She's the One who is also currently leading the series.

We recently held the first Commodores Trophy for 2023, adopting a new format of a pursuit race followed by a scratch start. It was pleasing to see that this format attracted a strong fleet of 14 boats in the combined fleet and a strong attendance back at the club afterwards. Bellamy came away with the win in the first race and Jia took the win in race 2. Exalte is currently leading the series with only 6 points separating the first 5 boats.

I'd also like to acknowledge and thank our dedicated Race Starter volunteers for their efforts in making it possible for us to race each Saturday.

I'd like to thank boat owners and crew for their participation and encourage those who aren't that frequently seen to either campaign the boat owner or vice versa the crew and get out there amongst it before winter sets in, remember a bad day on the water always beats a good day in the office!

Julian Bell, Vice Commodore

Rear Commodore's Report

As you know, I have moved from the role of Club Captain to Rear Commodore. I take this opportunity to thank our past Rear Commodore, David Simm, for his excellent service to the club in the last ten years. He has been instrumental in not only a number of changes to the club but also the life-saving lease negotiations allowing us to operate for another ten years after signing. Just as vital were the myriad of unsung/unknown actions that he carried out just to keep the facilities in good repair. I can only but hope to fill his shoes – they are rather big!!

Tim Peachey has taken over my Club Captain role and has already been in the thick of Club Captaincy issues! I'm sure he'll do an awesome job in the role and it's great to see some younger blood on the board.

Looking around with eyes that are now forced to have a different perspective(!) I can see it's a good time to have a good old fashioned tidy up and clean, so I'll be coordinating a working bee (complete with barby, music and dancing seagulls??) to spruce up the clubhouse shortly – stay tuned for the call for help!

On the subject of help, the club needs 2-3 volunteers to set up the caravan once a month for racing on Saturdays. Currently there are only 2 people that can do it, however they both have busy lives and there will be times where neither can do it. Sharing the load will ensure this vital piece of infrastructure continues to protect our awesome starters from the elements! Training provided!!

Anyone got a decent sewing machine and some time?? One of the umbrellas has a rip in the cover and needs a repair. If you can assist, please contact me 😊

That's all for now folks. Ross MacDonald

Club Captains Report

Our Club mooring that is a Soldiers point will be available for use?

The Yacht, "BYO" will be leaving the mooring at the end of January 2023 and thus will be available again.

Also, a big thank you to Peter Ballard who performed some magic on the club caravan sealing up some of the leaks that presented themselves with the heavy rain we have experienced lately.

The caravan was getting water leaking in and wet all the race flags and bench area. Peter has tracked the leakage down and it is now watertight.

Tim Peachey

Director 1 Report

New Members;

David Blakemore, Matthew Davis, Ashley Cox, Bill Andrews,

Carmel Ellicott, Bill Knaggs, Dani Liney, Janelle Riorden.

38 people used SailPass over the last two months.

The board transition process has been slow with four new board members trying to find their sea legs in their new roles. I would like to thank all those who have been willing and able to come to my assistance during the process.

I have attended two board meetings now and taken the opportunity to propose a couple of previously raised ideas that never got off the ground. The first being a popular idea amongst members, for the PSYC to host an annual regatta. Rick Pacey has taken on the job of making the arrangements. The second being, to run one of the ever-popular sausage sizzle fundraisers at Bunnings, Taylors Beach. We have a date booked on the 2nd of April 2023. There will be more info forthcoming.

I have also proposed that the PSYC develop a Youth Sailing Squad, to bridge the gap between the younger kids sailing dinghies at the Bay Sailing Club and, the yachts that are sailed at the PSYC. I am currently working on securing sponsorship to fund the program that would involve the PSYC providing one-design boats for young people aged between 10 and 25 years of age to be able to develop their sailing skills.

Many of the club members attended the Australia Day sail past, and the spit roast back the club that followed. There were four boats that joined in on the sail past at Nelson Bay. The boats were She's The One, 51st Project, BYO and Eusemere. All the crews went to a great effort to dress their boats for the parade, and I was given the unenviable task of judging the 'best dressed' boat. It was a tough job to decide, but in the end, it was the lamb chops on the barbie and the big thong (footwear!) on the stern of 51st Project that won the day. Congratulations!

Regards, Steve Liney. Director1

Outgoing Vice Commodore and new Director 3 Report

At our last AGM I stood down as Vice Commodore after 3-4 years, with Julian Bell taking on the job. Given that we are a yacht club, this is a critical role for the club and consumes considerable time and effort. In replacing Roger Yeo, the then Vice Commodore of some 7 years, and as warned, I quickly realised the extent of the time commitment which ultimately became an issue for me. That said I really enjoyed the challenge, the opportunity to contribute and learn, and to engage with so many members. As such I would recognise and thank people for their enthusiasm for the club, sailing and the support I received in the role and the efforts put in by our dedicated starters and volunteers.

I welcome Julian to the role and believe new people in these positions is a great thing, as it refreshes the club and brings new ideas and points of view into play. I am sure you and the membership will engage and support him to the same extent that I enjoyed.

As the incoming Director 3, I see this as an opportunity to remain engaged (at a slightly more manageable commitment). On behalf of the Board and membership, the Director 3 role looks after the IT and communications of the club. I am currently working with our IT Manager Paul Sinclair and others to build on past efforts around the mediums we use, the information and messages we aim to convey to the public and our members. There is a range of systems (and opportunities) being pushed or use by the club, so the time is right to stocktake and look these systems and how to make the best and economic use of them.

I also remain committed to the club's Strategic Plan which is underlying guiding document for the current and future operation of the club.

So, thanks again and look forward to more 'Social and Competitive Sailing in our Pristine Environment'.

Rick Pacey

Sydney Hobart Yacht Race 2022

This year's Sydney to Hobart race was a bit of a ho-hum for line honours. We all know that John Winning and his son chartered and campaigned the fastest yacht, Comanche and won. More exciting was the handicap divisions with four boats from Newcastle competing.

Mako, sailed by Paul O'Rourke and crew including PSYC members Greg Busch and his son Marcus came second in the PHS division even after the steering gear failed! See Greg Busch's report below.

Marcus Busch started sailing with the Port Stephens Sailing and Aquatic club and helped teach the younger kids. Now he is a successful Ocean racer.

Paul O'Rourke is CEO of the Newcastle Cruising Yacht Club and a founding member of the Corlette Point sailing Club who run the Sail Port Stephens Yacht regatta each year.

Mako's Sydney to Hobart 2022 - By Greg Busch



The two-year lead up.

Mako is a Sydney 40 yacht built in 1998 by Bashford's and has been through a few owners under various names but was originally part of the winning Dutch Admirals cup team.

She was purchased by us, a syndicate of Newcastle and Port Stephens sailors, back in 2018 originally with a 2-year plan starting with the Balmain regatta followed by Sail Port Stephens, Sydney to Gold coast, Brisbane to Hamilton Is., Airlie beach Race week, Hamilton Is. race week, Magnetic Is. race week and then the Townsville-Gladstone regatta prior to returning home and then undertaking the 75th Rolex Sydney to Hobart yacht race in 2019.

We had a great 2019 Sydney to Hobart and followed up afterwards with the Australian yachting championships and King of the Derwent whilst the boat was down in Hobart. After these races she was then delivered by way of Flinders Island (earning herself notoriety along the way for delivering the local mail between islands) to Sandringham yacht club for the Melbourne-Geelong race and then the festival of

sails at Geelong.

Following a very enjoyable Geelong week she was sailed to Adelaide for the Adelaide to Port Lincoln race, coming fourth behind three TP52's, after which we had a fantastic time in Port Lincoln Race week before the long delivery home to Newcastle arriving back just in time in March 2020 to tie her up and go straight into Covid Lockdown.

Needless to say, the two-year plan after this went out the window as we and a lot of friends and family were having great sailing and racing experiences on Mako, so we just kept on keeping her in race condition, updating sail wardrobe and equipment as required and even have had some syndicate members

changeout which keeps the whole program fresh. We also encourage a lot of junior and local sailors to sail onboard Mako which helps us older blokes stay away from the pointy end!

We had a protracted 2021 sailing year, not venturing North due to COVID, but still competing in NSW regattas where we could and having a great regatta in Sail Port Stephens

The 2021 Rolex Sydney to Hobart didn't end well for us despite being early division leaders down the coast as we tore our mainsail during the second major squall about 6hrs after the start and, having decided earlier not to carry our delivery main but rather to have it trucked down to Hobart to save weight, we had to retire, turn Mako around and run home back to Newy under headsail with our tail between our legs. One good thing about this syndicate is we have robust debrief meetings where all opinions can be put out on the table for discussion. That is the last time we ever did an ocean race without a spare main.

The race

Fast forward to 2022 (as John did ask me for a brief story on the 2022 Sydney to Hobart 😊) and we had a very busy winter / spring with the boat once again doing the Sydney to Southport, Brisbane to Hammo, ABRW, HIRW and MIRW before bringing her back to Newcastle for preparations for the 2022 Sydney to Hobart.



This year's race we had on two father and son duos of Tim and Hugh Dodds, Hugh having started his first Hobart last year but with the mainsail incident not reaching Hobart and myself, Greg Busch, and one of my sons Marcus. Both Marcus and Hugh have been sailing extensively with Mako for the last couple of years as Mast / Bowmen. For Marcus this year was particularly rewarding as he caught Covid a week before last year's race so had to withdraw just prior to the race.

The build-up to the race at the CYCA docks is electric. Everyone is buzzing around with last-minute issues to sort out, people are saying their good-byes, everyone is getting the gear stowed and getting kit on

and after running through our safety brief, number count-off and last-minute checks we said goodbye to our friends and family, (most of whom were getting on cruise boats to watch the start prior to heading home and, after a couple of days, flying down to Hobart for our arrival) and we motored out towards Shark Island.

First things first and we hoisted our storm sails as part of the log-on process is to motor past the RO with storm sails set and radio in for confirmation. Once we completed this, Storm sails were stowed (pretty much near the top of our wardrobe as forecast indicated they may well be needed) and we set off to Ping our start line. The view on the harbour with the 100 or so boats is fantastic and the 0.2nm separation between each line gives you a handy corridor to manoeuvre in during pre-start without worrying about some 100' hydraulically powered behemoth running you down. For the young guys, now their nerves had settled, and they just slipped into race mode and set about their business as usual. With the wind in the 14-15kt range we went with a full main and #2 jib for the start. Before you know it the 10 minute gun has gone and we are running the line winding down the clock with an eye on other boats in order to position ourselves mid-line and trying to keep out from under the sails of the larger 68 footers Allegro, Helsal and Cassiopea

Racing! Guns gone and we're off! Given that Mako was entered in PHS and PHS Corinthian divisions this year we started on the fourth starting line with a mixture of boats from 30 something to 68 feet but on the line ahead of us, some were boats that are slightly slower, so within a short time we were looking for a

lane to tack onto port and cross through the still predominantly starboard tacking fleet. Picking your lanes through here whilst noting the presence of the natural obstructions, reefs is where you can make a bit of progress and our tactician onboard was calling the shots here letting me know when I had a clear lane as you come up upon the spectator fleet quickly. We had a good run up the harbour only having to dip behind a competitor once.

As we were approaching the first harbour turning mark our bowman, Marcus made a big starboard call as we approached on the starboard lay line and a couple of boats coming across on Port had give way giving us a clear rounding out of the heads. Next was a slightly cracked reach across to the outer mark before turning our bows Southwards and hoisting our #1 Spinnaker.

The forecast predicted running conditions down the NSW coast and across Bass Strait. There was a SW change forecast so the only question is how far down the Tassie coast we'd be before we hit it. The faster boats were all are looking like they'd round Tasman Island before the change. We weren't too worried about the change as Mako likes dead downwind or hard on the breeze but minimising the working time would give us a good buffer from the other boats in our division and of similar lengths / speed. We had tremendous sailing down the coast consistently averaging around 12kts. First 24hrs passed without incident but unfortunately on one of our gybes to bring us back towards the Rhumb line we tore a decent hole in our S1 so we doused that and raised with our old #1 Spinnaker Jolly green giant and kept her up until wind strengths were consistently in the 24kts before changing down to one of our fractional kites.

Tuesday afternoon / overnight had us seeing up to 35kts with 5mtr seas with fantastic surfing conditions which allowed us to get Mako's new top speed of 23kts. We saw on the AIS that we had some very fast boats around us and even a few behind us that would normally be well ahead, so at that stage we knew we were going OK. We were later told after our arrival that we were leading both PHS and PHS Corinthian.

Disaster struck around 0500 Wednesday morning, we were just doing an all-hands to set up for a gybe back towards the SW when the steering linkage below the deck parted. I went from attempting to keep the boat on course to suddenly having no load on the wheel so I subsequently went down like a bag of spuds and crashed onto the deck. Mako then rounded up to port, beam on to the seas, so we were able to then heave to. Some crew got on with dropping sails whilst others went about fitting the emergency steering tiller, a 1 metre length of stainless tube that fits onto the top of the rudder stock on deck. With the sails dropped and tiller fitted we then basically continued on our general course doing about 5kts under bare poles. We found the steering easier to use with my son, Marcus, on one side opposite me with our legs against the emergency tiller and we'd either push or pull depending on our course. The plan being to fit rigging to the emergency tiller and lead both sides forward to the main sheet winches if we needed to continue under this setup for an extended time. Fortunately, Tim and Mark were able to jury rig the broken steering chain with some 1mm Dyneema cordage however we also noted when we lowered our main that the outer casing of the halyard had parted so we had to mouse that down and remove the entire outer casing, so we were left with just a Dyneema halyard. All in all, our repairs took us around 6.5hrs so we'd lost a lot of positions, but we were still in the race. (But what if?)

We hoisted sails and were back underway. Seas were still big and wind strengths in the 30's so we poled out our #2 headsail with a full main to get back up and running and were still getting speeds more than 20kts whilst surfing.

The wind started to back Wednesday afternoon so we were back to reaching conditions for a while as it backed from NNE to the SW. Wednesday evening and we were down to a second reef and #3 jib and the seas were very lumpy having the remnants of the Northerly swell and the building Southerly waves so we ended up getting fairly well beat up Wednesday evening and had a few crew members hit the deck on a

few occasions. We had to work in towards Freycinet before we could get onto a decent Starboard tack overnight.

Thursday morning saw the winds lessening and we gradually shook out our reefs back to full main and a #2 Headsail. It wouldn't be a Hobart without the full range of conditions and this year we were becalmed a mile north of Tasman island until the North-Easterly won the battle over the land breeze and pushed us around the corner and a relatively benign passage up Storm bay. By this time, we had been able to repair our #1 Spinnaker so were making good progress up Storm bay.

The breeze started to back again so we dropped our #1 spin about 5 or so miles from the Iron Pot and were now on a lovely 50° apparent wind with about 16-17kts giving us beautiful flat water sailing for our approaches to the Derwent and up to the finish. We knew we had to be at the finish line before 2211hrs in order to place in PHS so the entire crew were on the rails and trimming hard for the last 20 miles or so in order to achieve that and we finally crossed just after 2130hrs on Thursday evening much to the joy of all onboard, especially the two young guys on their first finish who both took the wheel for the final stretch to steer us across the finish.

Upon finishing and once we stowed all the sails a RIB from the RYCT came out to escort us past the "Taste of Summer" which is in full swing on the Princess wharf, you motor down past all the cheering crowd and all of our friends and family of Mako were there on the edge, given the hour and the festivities needless to say it was a very raucous crowd that welcomed us in!

We were then escorted in to our berth near Kialoa and Comanche and tied up safely and were warmly greeted by officials, friends and family.



A great Hobart this year not just for the sailing conditions but for the crew camaraderie, the way we dealt with breakdowns, the welcome and on a more personal note for Tim and I to be able to complete it with our sons first finish, made it a truly memorable experience.

Here are the two lads with their dads. Bring on 2023!

Twitchers association with Andoo Comanche



We bought *Twitcher* in 2007 and had to go to the CYCA, in Sydney, to collect her; the sale had gone through, and the cheque was cleared so off we went. We were given the key to **Yandoo** (only one!), shown where the boat was and wished luck.

It should be said, at this point, that neither of us had any experience of boat ownership. Steve had a few years of crew racing on *MEM* (a J35 yacht owned by a partnership and with a colourful history (more on this later), whilst Judy had earned her "wings" on a Currawong 30 called *Saga* owned by Greg, a good friend).

MEM was originally called *Mem Sahib* and had been bought by John Quinn to compete in the 1993 Sydney to Hobart race. There is adequate coverage of MEMs disastrous race in the book by Rob Mundle covering

the horrific race. Sufficient to say, when he was hoisted from the water by the rescue helicopter, he declared the boat was too f*****g small for the race! The boat was recovered and promptly sold!! John bought a Cole 45 the next year.

Anyway, back to *Twitchee*! When we bought her, in 2007, she had a really successful history having been bought by John Winning Snr in 1990, for his daughter, he then subsequently raced the life out of the boat, winning all sorts of trophies. (Don't know if his daughter ever sailed the boat!). We were told, when we bought her, that there were two additional conditions of sale that were we never disclose the sale price and we must change the name, which we were happy to comply with as whoever wants a boat called ***Yandoo***! He wanted to keep the name for future use. John is still racing around Sydney Harbour in a few boats he owns, all called Yandoo.



Andoo Comanche was being helmed & hired by John Winning Jnr and had John Winning Snr on board. Andoo is their online distribution company; Yandoo is an aboriginal word for message.

The Saga of Currawong



Much attention was given to the slowest and second oldest yacht Currawong entered as the only female two handed contestants. They finished last by a day and importantly just fifteen minutes before the end of 2022. No wonder they got such a roaring reception from the crowd at Hobart's Constitution dock. The two ladies from NSW, Kathy Veel (70) and Bridget Canham (62) are by no means rookies to the sport posting many Sydney Hobarts of experience. Currawong was built in 1973 and was fully restored by Kathy Veel for the race.

Christmas party 2022 a great time to mix.



The PSYC annual Xmas Party was held on 9th December 2022 and was well supported by approximately 60 of our members and guests.

Irene and Di did an amazing job with the decorations which

certainly added that Xmas feel, music was provided by Spotify and it was great to see people up dancing and having fun.



We chose a casual format this year with a great choice of spit roast meats and vegetables provided by Guys Choice Cuts followed by

Xmas pudding and custard.

It was great to see so many Volunteers helping with the clean up and a very big thank you to you all and the Bar volunteers for making this a great night.



Past Commodore Bill visited in Hobart Hospital after Sydney Hobart Race.



After his successful Hobart race, Greg Busch visited Bill Haskell who was recovering in Hobart Hospital after receiving a nasty fall at Bill's relatives residence.

Bill underwent serious but successful surgery to his neck vertebrae and many club members sent him cheers and phone calls during his recovery.

Bill has now flown home from Tassie and has offered to help the Club starters once again. You can't keep him down!

PSYC Members Only Portal: Activation Procedure

Dear Members,

PSYC is about to activate the Members Only website pages. Financial members will have a user identity and login created. The members only pages will be your place to find Board minutes, club finances and other such documents that are pertinent only to members.

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 the user data will be loaded from RevSport, the PSYC's management software you may wish to revise contact details here: <https://www.revolutionise.com.au/psyc/login/>).

As requested by the PSYC Board, no personal details will be displayed anywhere on the website at this time. The attached PDF will explain what will happen and what you will need to do to activate your account. Link: <https://cdn.revolutionise.com.au/cups/psyc/files/m1vv7adjuzolyxha.pdf>

If you need assistance, you can email Paul Sinclair PSYC IT Manager using itmanager@psyc.com.au.

Kind regards,

Deb Wellwood

Protest - procedures By Vice Commodore Julian Bell

I asked PSYC member and Australian Sailing Regional Judge, Dennis (aka Rhino) Hume to write up the following guidelines on how to raise a protest, providing the requirements and the protocol to ensure that in the event of a protest being raised that it can proceed as a valid protest.

The requirements for a valid protest are strict - RRS 61.1. 1. Hail 'Protest', and 2. Conspicuously display a red flag at the first reasonable opportunity. While no specific time is listed to fly the red flag, an International Judge has stated having your flag in the chart table will not allow a timely enough display and a recent Appeal Decision found taking 2 minutes to fly a flag was considered too slow and a protest hearing could not continue.

The exception to this is if you have a collision and need to attend to the boat or crew you will be exempted by 61.1 (a) (1) allowing you to inform the other boat at the first reasonable opportunity - which in our context would be by an acknowledged VHF transmission to the other boat (not the Starter). The flag is important - it is not uncommon for crew members to hail 'protest' but once the flag is displayed then a valid protest is initiated and the other boat should carefully consider its position. For those of you who watched the start of the 2022 Sydney to Hobart, you would have seen Wild Oats take a penalty - the Tactician being concerned, and he stated 'they still have the flag up'. The Skipper did not believe Wild Oats had infringed and I'm certain would not have taken the penalty had no flag been displayed.

I'd suggest the following:

1. You see an imminent infringement - hail 'starboard / windward boat keep clear / mark room etc' and repeat if necessary until the other boat acknowledges your hail,
2. You believe an infringement has occurred - hail 'protest' (nothing more, nothing less),
3. Immediately display your red flag,
4. If the other boat takes a penalty then stow the flag,
5. If you don't see the other boat take a penalty, submit a written protest within the time limit and pay your \$10.00 to PSYC.

I quote from RRS: Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a boat breaks a rule and is not exonerated it will promptly take an appropriate penalty or action, which may be to retire. We all know that sometimes rules are not always followed, and a protest procedure becomes important to enforce the rules of sailing.

Kind regards, Julian **Bell Vice Commodore**

Why its not a good idea to sail in Antarctica

*Having just been there this January I can vouch for it as an impressive place to visit, but as you can see it's not a great place to live or sail in, It's **really really cold!***

There is no yacht club, just emergency shelters!



You need **lots of sunscreen** because the Ozone layer is stuffed.



The islands and icebergs a big move and might kill you

If you need help there are only penguins, whales, seals, and birds to help and they all smell pretty bad.



You need a really strong boat, a typical weather is 40knots and 7+ metre seas, with icebergs.

It's a 600nm sail to the closest point from South America and 3 times that from Australia.

But even with all that it is a great place to visit. Lets hope it does not melt too fast as that would raise sea levels by 58 metres.

*Enjoy, I did. **Rick***



The sails you donated have arrived at Alotau PNG.

A note from Thor Jensen (author of the round PMG sail) who has been coordinating the sails donations.

The sails have now arrived in Alotau and in a few weeks they will be loaded on a boat going past Nuakata Island, home of Pasana Group and it's founder, Sanakoli John.

Sanakoli will begin his travels to Vancouver Canada next week where he will be speaking at one of the world's biggest conventions for ocean sustainability -IMPAC5.

In Sanakoli's absence, his wife Rachael will be running the school and receive the sails. You can follow Sanakoli and Pasana Group on [Facebook.com/pasanagroup](https://www.facebook.com/pasanagroup) .



Thanks again to Wendy Stein of Taylors Beach and her connections to rotary international she was able to facilitate the import of the sails and medical supplies to PNG.

Tim Abel managed to pick up some extra sails from Airley Beach sailmakers, complete the paperwork in Cairns and stopped for a rest at Lizard Island. The last delivery will be to Nuakata Island where the outrigger boats are being built.

AN INSIGHT INTO DIRECTOR 2 – SOCIAL COORDINATOR

MARGARET FLOCKHART



PROFESSIONAL, SAILING & SOCIAL COMMITTEE EXPERIENCE

PROFESSIONAL EXPERIENCE

I have extensive Investment Administration, Accounting and Reporting experience which has been built up from the time I left college in Scotland as a young 17-year-old. I have worked within a Life Assurance Company (21 years), 2 Asset Management Companies, and 2 Third Party Administrators and therefore have invaluable insight into how clients and service providers interact effectively with each other. I also have extensive project management experience which I developed whilst working as a Senior Project Manager with a demonstrated record of success managing strategic projects utilising logical planning and expertise in delivery. I consistently brought focus on quality results using my industry knowledge to ensure that all implementations were future proofed for ongoing flexibility of business model changes. I always took ownership and accountability for all my work and my influencing & communication skills allowed me to build up and maintain effective networks.

SAILING EXPERIENCE

I embarked on my sailing journey in December 2019 with my partner Philip Bendeich after a few 'sherbets' and discussions around what activities we could do as a couple, and we decided that sailing was for us.

Neither of us had ever sailed before however that did not stop us from pushing forward and we ended up buying a Carter 30 yacht called BYO (very fitting). My experience has mainly been in Sydney Harbour however, we did go out the heads for a few days each time to: Broken Bay, Pittwater, Botany Bay & Port Hacking which has helped build up our experience, but we definitely still regard ourselves as 'inexperienced'. We sailed BYO up to Soldiers Point from 30th October 2022 with the Vice Commodore of the Sydney Amateurs Sailing Club accompanying us to ensure safe passage. We left Sydney 1 day earlier than planned and it took us 5 days to complete the journey instead of 3 days due to adverse weather conditions but, what a wonderful experience it was overall. I look forward to building on my experience here with the support of the PSYC sailors.

SOCIAL COMMITTEE EXPERIENCE

The CFO of the Asset Management company I was working with 20 years ago approached me and asked me to set up and manage a Social Committee for the company. I accepted the challenge and ultimately arranged four events per year for between 100-200 employees with the support of the social committee members. I managed the budget and reported directly to the CFO in this regard until the company outsourced the back-office function to another provider 3 years later.

PSYC SOCIAL COORDINATOR OBJECTIVES & SUPPORT REQUIRED TO ACHIEVE

The social coordinators' objective is to organise events that will be inclusive for as many of the club members as possible, taking into account; Frequency, Cost and Variety of Activities. To allow me to achieve this I will be issuing a short survey to establish what the membership wants from the social committee. When the results of the survey are finalised, the baseline will be taken from the majority answers to allow us to organise the events.

I'm sure you are aware that I cannot achieve this on my own and, I will be inviting club members to volunteer to join the 'social committee' to ensure we have a good mix of ideas that we can work through together to make every event a success.

PSYC finishes 3rd in the 2023 Hunter & Regional NSW Sailing League event on Newcastle Harbour.



The club vs club competition seeks to find the fastest yacht club in the region and will see the top teams qualify to go through to the next level – the NSW State Final, then followed by the SAILING Champions League Asia Pacific Final and ultimately the World Final in Germany later in July.

Two days of tight and intense racing in fresh breezes in front of the Honeysuckle grandstand, the sixteen race series saw Port Stephens Yacht Club's Clive Jones, Tim Peachey and Peta Oliver battling it out against

NCYC, LMYC, RMYC Toronto, Toronto Amateurs and Bay Sailing Centre, with positions regularly changing on the short windward leeward course.

Bringing all the local clubs together on identical boats is the best idea ever. The one design format puts everyone on a level playing field so nobody has an advantage over having a better boat – it shows us where we really sit against everybody else and pushes us to constantly work for every little gain we can get on the racetrack! These events that bring the clubs together fosters strong camaraderie and shows us where we all stack up in our local world. Taking away third place, we think that our little old Port Stephens Yacht Club has shown we've got some go in us against the big guns. We've found that taking all the different teams and placing us on the Newcastle racetrack was a challenge that tests all sailors differently and is beneficial, improving the competition and pushing crews to constantly read the racetrack conditions. The boats are identical and so the results really show – who's a better sailor, wins.

The top four teams are now eligible to proceed to the NSW State Final (also in Newcastle) where they will race qualifying teams from Regional & Metro NSW for an opportunity to go to the Australia-Pacific Finals later in May.

Full results are available online –

<https://www.ncyc.net.au/inshore-racing/nsw-sailing-league-regional/>

Fair Winds...Clive Jones 0414 491977 "If you are not able to control the wind, try adjusting your sails"

Cherylle Stone has been cruising the Whitsundays.

Note the club burgee flying proudly in the rigging of Sub Zero.



Cruising is always full of surprises for the crew which sometimes cause immense pleasure and at other times some stress.

Our first surprise this season was the failure of the hydraulic wheel helm as we were entering the Gold Coast Seaway on a busy Saturday arvo. Fortunately, the Coursemaster autopilot was still functional so we did a lot of button pressing to stay on course and make our way up the Coomera River to Hope Harbour Marina where we had booked to stay a couple of days. Thank goodness for two engines and two gear levers that I was able to manoeuvre into the marina and then into a berth. We soon learned that every tradie in the area is flat chat so our stay extended for two and a half weeks.

The appearance of a bit of fresh water in the port engine compartment caused some head scratching. Eventually we found it was leaking out of a safety valve on the hot water system. Knowing how busy Gold Coast tradies were, we opted to try to fix it ourselves. The water had to be turned off for a day or so while we completed two taxi rides to purchase a replacement and a couple of ancillary bits. After installing it we were surprised it wouldn't allow the system to refill. Fortunately the crew showed a bit of nous and gingerly turned the knob on the valve allowing the water to flow! Hot showers and reticulated water throughout the boat again.

With newly serviced hydraulics and new membranes in the watermaker we headed further north but not before the crew had a colour-blind moment and went the wrong side of a couple of port markers on the way down river. We touched the earth briefly and were fortunate the tide was coming in.

It's always a weather lottery when friends and family come to visit to take in the sights in the Whitsundays. Family members had hearts set on a swim and walk in sunshine on Whitehaven Beach, a walk up to the lookout over Hill Inlet, then a snorkel at Border Island followed by a visit to Cid Harbour, all in three days, including getting from and back to Hammo. Of course, it was overcast at Whitehaven and Tongue Bay and the 20kt south-easterly made for pretty rough snorkelling water at Border Island.

Another surprise was a nighttime collision with another boat in Cid Harbour. They had anchored with only 20 metres of chain out and a bit close and we had 40 out so when the wind changed, we had swung to within 15 metres of them. That distance might be okay in Sydney, but it doesn't work elsewhere. Rather than sit on anchor watch we attempted to move and went backwards into the other boat. Fortunately, there was no damage to the other boat and only a small scar on our stern.

On a passage from Cid Harbour to Hammo we were surprised to see two bedraggled young men on a very scruffy Windrush 14. We asked if they needed assistance. "Yes". "Where would you like to go?" "Anywhere that's safe and solid", was the quick response. We found a suitable line and towed them to Hammo where the staff took them into the marina, and we picked up our mooring. They had a very broken main halyard, so we provided a spare length of 8 mm cord in reserve for lashing our trampolines but just right for a 14 metre cat halyard.

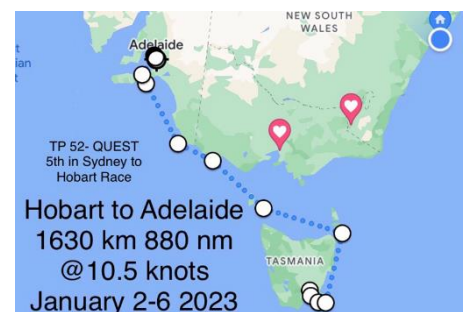
A really pleasant surprise was seeing local diehard mono sailors, Messers Statham and Humphreys and crews, enjoying the space and stability on chartered catamarans in the Whitsundays and, of course, we very much enjoyed the company of crew member Olga Bush who joined us for a few days.

A major surprise this season has been the weather patterns. The trade winds were largely absent and it was light or northerly for most of our passage to and from the Whitsundays. We really enjoyed the last few days down the NSW coast when winds were 10-15 from the east or east southeast and we could sail with the East Coast current adding an extra knot two. An added bonus was that the tides and bars on the Tweed, Ballina and at Port Macquarie were right so we day sailed from Southport to Port Stephens.

A Quest to Adelaide

After several phone calls, Roger Yeo was picking me up to drive to Williamstown to meet Ian Courtney and fly to Hobart to start the journey.

On arriving at Constitution Dock, we met the rest of the crew Clinton, Neal, and Peter Messenger (Messo). They were the backbone of the trip.



After gulping down some pizzas and some last-minute ablutions and a safety talk, we motored out leaving a cloudy Mt Wellington behind at 7 pm the same day. 8-10 knots of motoring turned into the same with main and number 2 headsail, this was just the beginning of a wild ride to the north and west.

The yacht was well prepared, and things worked. There was plenty of food (I didn't realise how good till later on). Our rough course (on map) took us around the famous landmarks we know from the Sydney to Hobart yacht race and we settled into our 2 hour watch schedule with my partner Messo, a very capable

62 year old sailor and a storyteller to last the whole journey. Midnight to 2 am, kept me busy, watching a brilliant Southern Cross in the sky, watching the steady increase in speed to 16 knots and the wind 20 plus. Steering a 52-footer is a bit more tricky than Smoke and Mirrors as you see the winds steadily rising.

Ah: back to bed in very comfortable pipe berths with sea blanket. This was our routine Ian and Clinton and Roger and Neal would follow for the next 4 days.

In the morning 6am for me we are flying up the East coast of Tasmania wind behind and code Zero soon to follow after all hands-on deck. Turning the corner of Tasmania we headed west wind southwest, happy hour was short due to more wind and sail change to number 3. Wet! I didn't mention rain because we hardly noticed with constant spray and a bit of green water over the deck. My wet weather gear was sorely lacking so I felt like being in a spa bumps and all except the temperature was 18 not 38.

Now I'm not a gourmet sort but the Spaghetti bowl wasn't too bad on Tuesday night. Up we tracked passed Stanley. thought I saw The Nut but probably was too far away and I was dreaming, towards King Island which went with the cheese we had from there. More rain tonight and pretty uncomfortable. The sea was strong enough to pick me up and fling me to the briny waves. Every sense is maxed out, every muscle already working beyond normal capacity and still there is no end in sight at least for a few days. Wednesday more of the same, I had top speed for a short time of 22.1 until Messo took over from me and posted a 23.4 skipping over the waves. I heard they reached 30 plus during the race. Happy hour again I'd bumped my head and didn't feel like a drink, dinner however was even better than last night a massaman curry helped the headache.

Thursday got used to not being able to stand putting on wet weather gear and the thumping of the hull on the concrete water. A storm at sea brings a quickening sense of perspective and the relative size of the boat to the brine. Dinner was equal to the night before a beef stew which Clinton cooked to perfection (35 minutes in a bag in boiling water!).

Coming up to Kangaroo Island I thought once we got on the other side the last 50 to 60 miles to Adelaide would be slightly better and I'd be through with the wet weather gear. But I was woken for my watch to pounding seas and screeching wind, but 3 hours later that's exactly what it was, a gentle ride into Adelaide. I don't know how you readers feel but when you get to port you help pack and clean up, an unwritten rule. However, in a twist of fate, our best chance of returning to Nelson Bay on Friday meant we had to catch an 11:30 flight.

So we docked tied up, said goodbyes, thanks, and got an Uber to Adelaide airport
A great experience, a wonderful yacht with good friends,
As you read this I'm off skiing in Canada for 7 weeks, another tough gig.

Shep Sheppard



Australia Day

For many Australians the 26th January is a time to celebrate the arrival of the British First Fleet into Sydney Harbour, while for others it represents a day the landscape changed forever. Whichever view you have one thing remains, and that it is a time to come together and reflect on where we have been and where we are going.



In Port Stephens this is also true as the growth from a small fishing village to a holiday paradise has emerged. So it was this Australia Day that sailors from Port Stephens Yacht Club (PSYC)

once again donned colours and paraded across the waters of the pristine bay. Upon the invitation from Commodore Michael Kirby four yachts took up the challenge, dressed their boats, danced their way to Nelson Bay and Fly Point, took the salute of the flyover, then returned home with some under sail on an

incoming tide. Those present were: "She's the One" (M. Kirby), "51st Project" (J. Bell), "Eusemere" (J. Miaskowski) and "BYO" (P. Bendeich & M. Flockhart).

Following the sail-past there was a sumptuous lunch of roast pork, salads, rolls and refreshments at the clubhouse enjoyed by some 60 members and visitors alike. The clubhouse had been superbly decorated earlier that day by Margaret, Leonie, Debs and Rita providing their special touch. The bar was busy as usual and thanks to Wendy and helpers keeping everyone suitably lubricated against the heat and thank heavens for air conditioning!



You can expect to hear more about social activities both on and off the water in the coming months, with Margaret Flockhart and her team of dedicated social members ready and willing to dive into fun activities!

Philip Bendeich





Sometimes we get Class with every Glass!!

Art Bell performs in Flying 11's



Art placed 2nd on handicap and 6th overall in the Flying 11 Australian Championships held on Salamander bay this week. Great effort considering they borrowed a boat and Art has only raced this class twice before this regatta.



Yulunga takes rookies for a sail.

Zac and Jess from Canberra came for a sail on Yulunga after contacting Deb Wellwood to say they would be available to help with a yacht if they could go sailing over Christmas.



First question was can you swim? Next was can you snorkel? Next can you hold a broom Zac?

Ok Zac you're on: Now Yulunga has a clean hull, and Zac and Jess are off to join a yacht club.

Win- win, I would say. **They simply loved it!**

Zac and the Captain (red cap).



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