

This picture sent by Greg Busch, shows a Cutter Rigged Topsail gaff Yawl and a Gunter rigged Sloop, passing the Square Rigger, Lady Nelson at the Hobart Wooden Boat Festival of Sail. More pics within.

VALE PETE SYMES

Farewell to Pete -- written by Rick Pacey

PSYC unexpectedly lost one of its members; Pete Symes on 2nd March whilst on holidays in Vietnam with his partner, Donna. At 63 years old, this was a shock to all. His funeral was held in Mt Gravatt Brisbane on 17th March and was really well attended by family and friends, with many travelling some distances to attend.



A key part of the funeral was the story of his life and impact he had on so many people. He definitely had a great life, having worked and travelled from outback Queensland on the back of a horse to the desert in Afghanistan. His diverse interests included his strong commitment to his family and friends,

agriculture education and work, through to his strong interest in music, and Army Logistics Management career of 35 years. The common theme, through his interests and involvement in many organisations and groups was his focus and willingness to get involved and support people whenever needed. There was no doing things by halves.

Pete's interest in sailing was well recognised including my more recent involvement with him, racing, included some major regattas, passaging up and back as far as Hamilton Island and race week. This led us to buy a smaller racing Etchell together several years ago. We spent many races in Port Stephens discussing which way to go and trying to not hit the bottom and other boats.

Sailing was very much a part of Pete; he revelled in the thrill of the race and always had some stories to tell. Like most skippers once the P flag went up his secret identity Captain Pete emerged and no prisoners taken. That said the real Pete came back to all at the bar, with slaps on the back, laughter, buy a beer, apologies if needed, race dissections, and more stories. He was someone you always knew was in the room and always ready to dig in and help others where possible. The shock of his departure was a felt widely within the club with many messages of condolences being passed on.

He will be very much missed.

I'll finish by saying the name of our boat is 'Friends', and I think that is just so fitting.

Regards, Rick Pacey PSYC Director 3

Commodore's Report

What's your Commodore been doing?

Update Female Friendly Community Sport Facilities & Lighting Upgrades Program 2022/23

The PSYC Board Meeting Minutes of 21/11/2022 Section 2.2 Building Development advised should PSYC be successful in its application, the current PSYC board would be required to vote to proceed with this Grant Project with a majority required to proceed with the project.

At the PSYC Board Meeting 20/2/2023, approved by all board members to proceed with the project valued at \$202,652.00 accordingly the Grant Documents were submitted by PSYC as follows:

1. NSW Sports funding at \$161,977.00
2. PSYC funding \$40,675.00 - Source of Funding
 - a. Covid Grant money currently cash at bank \$27,000
 - b. Term Deposits
 - i. \$10,000 plus interest in current year.
 - ii. \$47,000 plus interest in current year.
4. Total Project cost \$202,652.00

Construction start 1/5/2023 and Operational Date 30/6/2023.

Milestones and schedule of payment at each milestone date.

1. Milestone 1 - Initial payment \$80,998.00
2. Milestone 2 - 50% project completion payment \$48593.10, latest March 2024 if not before.
3. Milestone 3 - 100% project completion payment \$24,296.55 June 2024 if not before.
4. Milestone 4 - All documents complete and signed off payment \$8,098.55 by Sport NSW.

As of 29/3/2023 PSYC waiting on PSC to provide an approval letter for Works on Council land, PSC previously provided an “in principal approval” which formed part of PSYC submission to NSW Sport. A Project Management group has been formed to facilitate this project, namely Michael Kirby, Deb Wellwood, Ross MacDonald, Hugh Mountford and Kylie Russell, this group had its initial meeting 23/3/2023. This group will be seeking PSYC member volunteers to assist with implementation, co-ordinating and recommendations across all facets of the project. In the next few weeks more details will be published on the PSYC Members Portal and on noticeboards within the club, likewise we will be seeking PSYC member feedback regarding the current renovation design, specifications, and details to reflect a “whole of PSYC membership” input via e-mail and suggestion box at the club.

Other Stuff “day to day”.

1. Meryl Swanson Grant \$8,000 awarded verbally to PSYC 16/3/2023 to fund replacement of ground floor carpets.
2. PSYC in principal support for SPS sports boats, 19, 20 & 21 May approx. 10-12 boats SPS will make a financial contribution to PSC providing volunteers.
3. Sail Port Stephens - 50% discount confirmed 2023 for PSYC entrants, maybe still available 2024 working on it!
4. NSW Police & Emergency Services Sailing Club Regatta- Port Stephens Proposal - we are looking at a Sunday/Monday. Dates being 23 & 24 July 2023.
5. Director 1 resigned 28/3/2023, persons interested in a Director role within PSYC please contact me. In the interim time Director 1 (Membership) e-mail and tasks directed to the Commodore.
 - a. Revsport membership to be sorted.
 - i. AS Emma Humphries training session
6. Australian Sailing summit confirmed my attendance, VC advised he would attend as well, booking confirmed.
7. Treasurer training and handover going well, going forward:
 - a. Revsport
 - i. online portal cost 2.0% + \$1.65 per transaction.
 - ii. Other form of payment – discussion and decision.
 - iii. AS providing guidance to new membership system to avoid double handling.
8. Sail Pass
 - a. Skippers’ responsibility to ensure crew comply via website.
 - i. Policy
 1. Non PSYC members register via Sail Pass to get AS number and insurance.
 2. Sailor with AS from another club must still process via sail pass same as above.
 - a. Three (3) free races then \$10.00 per race x 10 races.
 - b. Credit paid sail pass against crew membership.
 - ii. Protest procedure when skipper is known to be noncompliant Rule 46.
9. Bar Manager
 - a. Wendy Mountford resigned effective 1/4/2023
 - i. David Enderby taking over bar management and rostering.
 - ii. Wendy & Hugh still handling purchasing stock until David settled into the role.
 - b. PSYC Licensee in Charge (MPK)
 - i. Compliance Survey to be conducted March/April 2023 annual requirement.
10. PSYC Insurance Australian Sailing Liability Program - Renewal Transfer 2023 - 2024

- a. The premium will be \$5,989.78 includes Management Liability & Professional Indemnity cover from renewal.
- b. Premium paid 2022-2023 of \$6,246.02 (a saving of 5%)
- c. As a comparison, current insurer NM Insurance \$6,558.32 incl charges.

11. Social Media

- a. Welcome and thank Melissa, Cherylle and Tyneale for volunteering their time as administrators, to help promote the club and members via Facebook and Instagram.
- b. Director 3 content approval prior to posting.

12. Soldiers Point Marina – Complaint Received.

- a. Subject: Rogue boat
- b. As per our discussion, it is out pleasure to assist the PSYC with berthing to load etc when available.
- c. Please make sure all members DO NOT LEAVE THEIR VESSEL UNATTENDED without marina approval from myself, Michael or Carmen
- d. Any further incidents will result in us revoking this privileged for all vessels.

Good luck to PSYC yachts participating in SPS confirmed so far, 51st Project, Bellamy, Elusive, Shere Khan, She's the One, Smoke & Mirrors, Una Vita and Wubaray

Michael Kirby Commodore

Rear Commodore's Report

Well the big news is the 2023 Big Grant Bonanza!! It's a double header with the rest rooms heading for refurbishment and the carpets getting renewed!! The deadlines are tight so the committees have been formed to manage these two fantastic opportunities. It's still early days in the negotiations, so watch this space. If you have some expertise in these areas and you think you can help, please let the board know.

Shortly I will meet with a local council representative to discuss these changes with the club. I will take the opportunity to also talk about possibilities of other changes to the club in order to improve the performance of the building. These discussions will be based on the work that the improvement committee has proposed which is in turn guided by the club's Strategic Plan. The Strategic Plan is available on the website and will give you an idea of the outcome I am seeking through those discussions.

Meanwhile, the humdrum of running the club continues – fixing sprinklers, filling in for the cleaner when she's sick, replacing light bulbs, fixing toilets, etcetera, etcetera, etcetera.... (mintie for those that can recognise that reference!!)

Rossco

Outgoing Vice Commodore and new Director 3 Report

Hello all

In taking on the role there has been a review of the Communications and IT being used within the club. We have 10+ systems in use from our Website, WhatsApp, RevSport etc etc. To support this with the help of Paul Sinclair and Clive Jones (CJ) I have produced a Communications and IT Management Plan which

outlines the intent, users and guidance with each system to maximise their use, minimise costs and avoid unintended consequences. Once approved by the board, I'll post in the website for use by club members.

We are about to review the progress against the Strategic Plan following appointment of the new board and as part of it's annual review. I'll provide a summary of it's update and achievements next Bilge.

The other activity is to now look at our sales shirts and hats etc and look to see where we are at.

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

Club Captain's Report

Ladies and Gentlemen

Welcome to 2023 and let's hope for a great sailing year ahead.

I would like to start the racing year off on a good foot and remind PSYC members to be courteous and respectful to each other on and off the race track, and also please be mindful of members of the public that we interact with.

There are a couple of points of interest where the need to be courteous and respectful could be a little more amicable:

1) Radio. While interacting with each other and the race starters over the radio. The radio is a public domain. Our incredible race starters are volunteers who are following directions from the race committee. If there is any confusion or dispute with the race procedure please bring this to the attention of the appropriate people through the appropriate channels.

It is the responsibility of the skippers to have the appropriate course sheets and sound knowledge of the notice of race.

2) Use of the Soldiers Point marina.

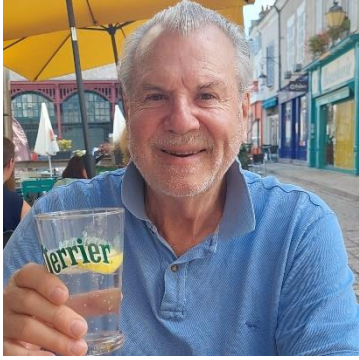
While we use the marina for embarking and disembarking our race craft, setting up and packing up before and after racing, this is a privilege that is given to us by the management of the marina, and while we are using the facility on race day we are representing PSYC.

Please remember to be courteous and respectful to the patrons and workers who are also utilising the marina for their own pleasure or work attendance. The use of the marina and the proximity to the race track is a valuable service that we would not want to disappear.

3) On the water. Yacht racing is a non-contact sport, our first obligation is to avoid contact/collision, we have a protest system for a reason.

Protest should not be viewed as a dirty word, it is a means of keeping the sailing honest.

I wish everybody fair wind and great sailing. Regards, Tim Peachey. Club Captain



I am indebted to Clive Jones who has courageously agreed to re visit the following experience and share his story with us in the Bilge in the interest of being alert and keeping safe on the water when yacht racing. (ed.)

Clive (CJ) Jones

The Sinking of Dragon “Liquidity” AUS216

The Australian Dragon class Championships were held in Sydney after a three-year delay, thanks to covid.

The crew of the Dragon “Liquidity” had spent a lot of time preparing for the regatta, weight loss, fitness and condition of the boat etc. Our approach to regattas is, “the more seriously you take the preparation, the more enjoyable the racing”.

On the second windward leg of the first race, in perfect conditions and in third place - having worked our way from thirteenth - on starboard tack heading towards Bradley’s head, a 78 foot yacht hit us.



I have no recollection of what happened just prior to the accident, but it is evident from the photo below, that Geoff (our main hand) had only a spit-second to ease the mainsail and allow Richard (our skipper) to bear away, to at least change the point of impact as the 78 foot, 30 tonne yacht “Oroton Drumfire”, hit us just aft of the mast and just for’ard of my position.

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Photo 2: The moment before impact.

Liquidity is the starboard tack boat to the left, shown bearing away just before Oroton Drumfire hit us. By contrast, the Dragon on the right (sail # 201) shows the angle we had been on when hard on the breeze immediately prior to the accident.

I want to share my personal and frightening experience of what happened we had been hit. An experience that I never want to go through again!

The noise as the 78 footer hit us was incredible. We were instantly driven under water by the force of the impact. With blurry underwater vision, I could see the front third of our boat breaking away. I was able to kick away from what remained of our hull over the port side.

Obviously, the mast and rigging had been carried away, otherwise I would have dived directly into the mainsail. As I kicked away, I tumbled over in the turbulence created either by Liquidity going down – or was it the shockwave from Oroton Drumfires keel? It was like being rolled over in a large wave. Fortunately; disorientation only lasted a few seconds as I saw the sunlight in the water above me, showing me the way up and to safety.

What followed is what was so frightening. Despite flailing my arms and presumably kicking, I had no sensation of actually making any progress toward the surface – nothing, no reference point on which to base my progress. It felt as though I was in a bowl of soup and despite all my efforts, making absolutely no headway.

The second sensation was not having any idea as to how far from the surface I was. Was I one metre or ten meters away from the safety of being able to breathe life-giving air again?

Added to that, having ingested sea water, it took all my effort to keep panic under some semblance of control.

This only added to the extreme fear of being close to drowning. Despite being able to see the lighter water above, Will I ever make it to the surface?

Finally, exhausted and at the point of giving up, I broke the surface...I was desperate. Two Dragons had pulled out of the race to come to our rescue. The nearest boat to me, 'Wizzardry', was 5 metres off. I yelled "save me. save me, save me..." and wondering how I would have enough energy just to stay afloat.

Wizardry felt a life-time away. I could see that Richard and Geoff had been rescued by 'Ascalon' - so at least we were all alive.

When Wizardry finally sailed to me (Dragons don't have a motor) I was spent, too exhausted to do anything. The skipper Ray and his crew had to man-handle me aboard. I lay on the deck exhausted, gasping for breath with sea water pouring from my nose and (I am told) complaining about my phone and wallet being at the bottom of the harbour.

Amazingly, none of us had anything more than a few scratches and the blood all over Geoff's white shirt, turned out to be red anti-foul from the hull of the boat that hit us. He had scraped along the hull – it was that close.

Forty plus seconds under water doesn't sound like much, but I assure you, it felt a lifetime. Most of us can probably hold our breath for around a minute or so, provided you had the opportunity to take a few deep breaths first. But, in our case, with the speed with which we went down, there was no time to take a life-giving breath. Consequently, after a few seconds, you automatically gulp for air, but of course in this case, air = sea water.

I used to think if I ever fell overboard, I would be able to discard some clothing to help stay afloat. How hopelessly naïve. The need to survive is all consuming. Even though I was only wearing light clothing, after making it to the surface, in a small Sydney Harbour chop, it was hard just to stay afloat let alone discard clothing, all while doing my best to avoid gulping in more sea water, as I yelled for help.

The sinking of Liquidity was a truly frightening experience and, not to put too fine a point on it, I am lucky to be alive. Orotan Drumfire missed me by less than a metre!

On a final note, what we really did appreciate was the concern, care and support ,that the other crews gave Richard, Geoff and myself after the accident

Clive (CJ) Jones

PSYC 49th Anniversary Teams Regatta

The Teams event was a lot of fun this year with moderate to strong winds bringing close racing results and much excitement.



Madam starter, Heather Atkins points out the results on the white board. Wubray was the most successful Div 1 competitor followed by Adios Div 2.

Team Light Blue Wubray, Crazy LittleThing , Sheer Kahn. First.



Team purple, Chilli Belamy and Adios. Second.



Team Yellow. 51st Project, Fr1ends and Two Way Street. Third.

NOTE: Rule Change

March 2023 change to the Sailing Instructions reads in section 11.6.

Boondaba Island includes the area between the Isolated Danger mark (marking Fly Rock), boats are not permitted to pass between the isolated danger mark and the island.

Cat. 4 Safety regs. (Offshore Racing)



From 1 July 2023 safety lines shall no longer use stainless steel plate type **snap hooks** and must be a metallic moulded hook with side-wall support.

Distorted hook is shown left.



PORT STEPHENS YACHT CLUB - SOCIAL SAILING GROUP

Philip Bendeich and Margaret Flockhart on BYO

Trip to Broughton Island, 10-12 March 2023



With a little bit of planning and an adventurous heart we set off for a two night stay to Broughton Island. While would have preferred to have the other boats that expressed interest in the trip join us, their absence did not deter us in our quest. So it was, about noon on Friday we departed Soldiers Point Marina after stocking food and refreshments.

It wasn't long before we realised that the wind prediction was true...

ENE and in excess of 15 knots. It was uncomfortable to say the least and our

first-time crew, friends Colin and Leanne, were looking anxious. Captain Philip, sensing their thoughts, gave them the option to stop overnight in Salamander Bay. "Yes Please" was the eager response. So that's what we did, tucked in behind Corlette Head and waited out the blow. While waiting we threw out a line and we caught a couple of tiddlers and a small stingray. By this time all were hungry and thirsty and a superb meal was prepared and washed down with beer and wine.



Saturday morning arrived with reduced wind from the northeast and after a stirring breakfast we motor-sailed out the heads and turned left towards Broughton. By this time the nor'easter had freshened and we enjoyed some pleasant sailing north before turning into Coal Shaft Bay, where we dropped anchor for the night. Our first view of the island was both appealing and curious as we didn't know what to expect. The sheer but small cliffs that confronted us and the clarity of the water was delightful. Soon after arriving the rods were out again as Colin was determined to land a big one. Philip and Leanne took to the water and swam into the beach to explore while Colin and Margaret stayed on board to fish and chat. After returning to the boat there were lines everywhere as Colin had found the spot, but other than some colourful rock cod and rocks, little was to be caught. By this time we were hungry and thirsty, so again, a sumptuous dinner with matching wine was produced, consumed and applauded. The sunset was worth the effort.



Leaving early on Sunday morning to catch the rising tide we encountered a sou'wester (not the ideal wind to bring us home).

Despite that we ventured south and west and tacked our way back into the Bay to find two large fleets of small craft (Lazers I think) near Soldiers Point.

We hope you can join us for the next planned social sail at PSYC as follows:

All trips are weather dependant. Start time is departing Soldier's Point Marina at 10:00 am.

Finish time is approx. 4:00 pm

- Sunday, April 2
- Sunday, May 7
- June 10-12 – King's Birthday long weekend overnight

CONGRATULATIONS - MACKENZIE LANDA!



Four PSYC ladies, Mel Radcliffe, Debs Hogworth, Mackenzie Landa and Riko Eguchi attended the SHESAILS@NCYC DEVELOPMENT REGATTA held Saturday 4th – Sunday 5th March 2023 at NCYC. 6 teams from NCYC and other clubs attended the training and regatta sessions. Sailing was conducted in their fleet of Force 24 keelboats. Six teams competed in four races over two days.

Mackenzie received the Exceptional Crew Member Award for her good nature and enthusiasm to practice and work on her boat

handling & crew work.



Mackenzie Landa, Mel Radcliffe, Riko Eguchi and Debs Hogarth.

Force 24's.

Seagull Droppings



Jia AGROUND!!

It hurts when a mooring fails and your pride and joy hits the beach. It's a lot better if it strands itself in mud away from rocks, but it is particularly galling if you had just taken it from the slip only a day ago!

Such is life, just as Ned said; Chris probably said something else!

John Nederloff and Chris had struggled against strong winds waves to secure the boat only to see it gone the next day. The next high tide was not until midnight. Fortunately Mike Colecliff of Albatross Marina was at hand at that hour and towed Chis and Jia to an alternative mooring and all went well.



A horrific thought goes into one's mind when you hear that your boat is in trouble. It's run aground they said. Oh, thank God said Chris, at least it did not sink. I might have forgotten to close a sea cock yesterday! Mike Colcliffe from Albatross Marina at Lemon Tree Passage helped Chris Bebb re-float Jia at midnight!....

What a way to avoid sailing on a windy wet Wednesday, Chris quipped.

Some sailors are persistent

Poor John Nederloff sailing Hanini Bay on Saturday 18th March came from Tanilba Bay to the start line late.. Before he started the race, he had to swim over the side and clear the mooring line from the propeller. Then he discovered he was without his mobile phone containing course instructions and start time. Still he proceeded after obtaining information from the starter to sail the course anyway. On the way home he ran out of fuel! He still maintains he had a good sail. How's that for persistence and resilience

DISASTER AVERTED



The Hood YACHT, Kardinia, was saved from serious damage on Wednesday on the evening of 1st March when it came loose from its mooring. The yacht was spotted floating North of Boondabar Island by a sharp eyed person on the Soldiers Point breakwater. They contacted the Lemon Tree Passage, Volunteer Marine Rescue who responded immediately and managed to secure a tow line just before dark. They took it to their base at Lemon Tree Passage.

Put your mobile No. on your winch handle.

On Wednesday 15th February Yulunga lost its winch handle overboard.

It was just before the Wedding Cake marker near Pindimar. That's the last we will see of that, I thought, but then I remembered Chris Bebb had insisted I put my mobile number on it.

I have had one returned twice, he said. One was retrieved from the Myall River near Tea Gardens.

To my astonishment, on Saturday 18th, I received the attached photograph with the caption. "Is this yours mate?"

It was sent from Baden Banks from Banks Marine in Newcastle. He lives in Swan Bay. "It is at Swan Bay behind Snapper Island, He said. I live there, come and get it."



The picture shows where the handle floated to in three days! The heads and Islands at Port Stephens are way in the background.

On the right of the photo you can see some of the hundreds of empty plastic oyster racks. Sadly, all the oysters from last year have died, devastating the whole industry in Port Stephens.

Oyster Diseases:

In 2004 the Pacific Oysters in the Hawksbury River were wiped out by the POMS virus. (Pacific Oyster Morbidity Syndrome). Port Stephens Oyster growing Sydney Rock oysters it seemed, were unaffected. Then in August 2021, the QX protozoan disease struck Port Stephens. This was a different disease killing Sydney Rock oysters. In one year, it killed the remaining stocks of Commercial Oysters in the Port. (Ps Humans are not affected by these diseases).

The only hope now, is to develop new strains of young oyster spats at research farms. Even then, if resistant stocks can be sourced, they will take two years to grow. The devastation of these oyster farms is terrible.

PORT STEPHENS YACHT CLUB – TRIVIA NIGHT

Conducted ably by Philip Bendeich and Margaret Flockhart.

Trivia Night in support of PSYC, 3 March 2023

It's been a while since a trivia night was held at the club and the social committee decided to take this on following the feedback in the survey earlier this year.

The night began with an outline of the proceedings with host and trivia master Philip giving the teams an example of the type of questions they'd be hearing. Teams supported the program with deciding on their "Double Up" topics, choosing from Daniel Who?; Sport and Leisure; Geography; Science and Nature; Flags of the World; History; Literature and Movies; and Obscure Knowledge. The questions were not easy-peasy by any stretch of the imagination and there were some grumbles from the crowd at a couple of them, especially Literature and Movies. One question had to be modified (twice) and still couldn't be answered by



any team. Will they now remember how many times the word "and" is mentioned in the Bible???

Five teams of 6-8 people each battled their way through the eight rounds of questions. Smarty Pants were out to a quick start by round 2 then Cornered came back with their double up. By half-way Mix 'n' Match were in the lead by getting 10 from 10 in their double up round. Well done!!! Closely following were Smarty Pants and Cornered equal. It was the Flag Round when Cornered took

control and were rarely challenged to the finish, winning by just 1.5 points over Mix 'n' Match, then Smarty Pants, Symes and Odds & Sods (Margaret's Team) bringing up the rear.

The appreciative comments flowed as the event wrapped up. Well done Team Five (Cornered) who received their prize from Margaret (see photo). Thanks also to the many non-members that supported the event and made it the success it was and thanks to the bar staff. Well done Margaret and her Social Committee for organising such a great night.

(Left) The team "CORNERED" won.

Marine Litter Workshop

The Tangaroa Blue Foundation, Hunter Local Land Services, Port Stephens Council and TIDE invite you to join us at the 2023 Hunter Regional Marine Debris Workshop, Wednesday 26th April 2023.

Please find the invite with the booking link below.

We had some wonderful presentations from organisations at our 2022 workshop. We are again calling for organisation submissions and have a limited number of presentation time slots in the workshop schedule. If you or your organisation would like to share a presentation, please contact Pedda (pedda@tide.org.au) or myself (stacie@tide.org.au) by 14th April 2023

Kevin Le Poidivan prepares for his solo world sailing adventure.

Ahoy sailors,

Kevin here with another update on my preparation for the 2023/24 Global Solo Challenge (GSC).

For those of you not familiar with the GSC, its a single-handed, non-stop and unassisted circumnavigation via the Southern Ocean starting and finishing in A Coruna Spain. At the young age of 61, I will be racing *Roaring Forty*, my 1997 Lutra BOC Open 40 against 26 other skippers.



The GSC event has attracted adventurous skippers sailing a diverse range of boats. They vary from highly experienced to simply wanting to realize their dream to circumnavigate in the relative safety surrounded by others. We started off with over 50 skippers signing up, and over the past two years that number has dropped to 27 active campaigns, which is still absolutely outstanding. The GSC event format is like our local club stern-chaser, just on a tad longer course! First boat home wins.

By the time the GSC starts, the Golden Globe Race, Globe 40 (Class 40) and Ocean race will all have ended so the media should be hungry for stories. GSC skippers hail from across Europe, UK, US, South America and Australia, so I am confident each skipper will have a national following that will grow as the event progresses.

The first boats to start will be an S&S34 and an Endurance 37 on 26 Aug followed group starts all the way through until early Dec. Groups are based on similar vessels with IRC ratings to keep it fair. *Roaring Forty* will provisionally start on 28 Oct and in my view the group to watch. I expect the organizer will formally announce start groups in the next month or so.

So what yacht designs will be competing? Follow the link to check out if your own design is among the starters. <https://globalsolochallenge.com/entries-list/>

Whilst I have been back home since Oct I have not been idle. Catching up with family, dad going into residential care with Dementia and getting myself medically 100% for the big lap has taken priority. Work has continued on *Roaring Forty* in my absence and she is looking good. I have been busy approaching local suppliers for support where it makes sense as obviously my checked baggage allowance is a bit on the low side for a refit! Whilst it's a challenge running my Aviator Ocean Racing campaign from back here in Australia, it's a challenge I am enjoying. I am self-funded on this wild ride, so always happy to chat with potential sponsors willing to assist in purchasing equipment and supplies. More on my supporters in the next edition of 'The Bilge'.

So where to next? I fly to A Coruna Spain on 18 Apr to prepare *Roaring Forty* to sail to Falmouth for the start of the Azores and Back (AZAB) Race. <https://www.azab.co.uk/>. The AZAB has 48 boats entered across double handed and single-handed divisions and for the first time fully crewed boats have been invited. We will have Yellow Brick race trackers installed, so be sure to follow *Roaring Forty*.

Leg 1 (solo) Falmouth to Ponta Delgada starts 03 Jun. Its about 1200nm each way, so it should take 6-8 days each way.

Leg 2 (solo) return starts 20 Jun so there is plenty of time to repair and relax until the start date.....hopefully!

Then after arrival back in Falmouth, I restock and head off on my 2000nm GSC qualifier back out into the North Atlantic before heading to Spain.

I sail to support **Brain Tumour Alliance Australia** and **Soldier On**, so please follow the links on my FB page to donate directly as every bit helps, and please share the links with your family and networks of friends.

Once I get back to Spain I will post some more pictures for the PSYC Facebook Page, but don't forget to follow my **Aviator Ocean Racing Roaring Forty** FB Page for all the latest progress.

<https://www.facebook.com/RoaringForty>



The adventure continues! Cheers, Kev



Hobart Wooden Boat Festival



David Ramsay took this photo of an 18ft skiff at the Hobart Town Hall. The huge spinnaker had a spinnaker pole 20ft long in sections. The unusual sail at the rear is apparently called a ring tail sail.



You need to know your ropes on the James Craig.(Right)



Left. "One and All" in full sail.

"Tilting at Windmills in front of the display boat marina" with the Cruise ship dwarfing them all.

Pic taken by Ted Bowen.





Ted Bowen remembers his VJ (Vaucluse Junior) sailing days. They were the sports boats of their era. The famous VJ's were noted for their bowsprits and their roll-across hiking (banana) boards. This version even had two boards. Each board could be rolled across to the windward side to support the crew. This was before the days of trapeze wires. Past Commodore John Townsend was another who learnt to sail on a VJ. Many others I guess.

Port Stephens Yacht Club Board Members

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