

The Bilge September - October 2023

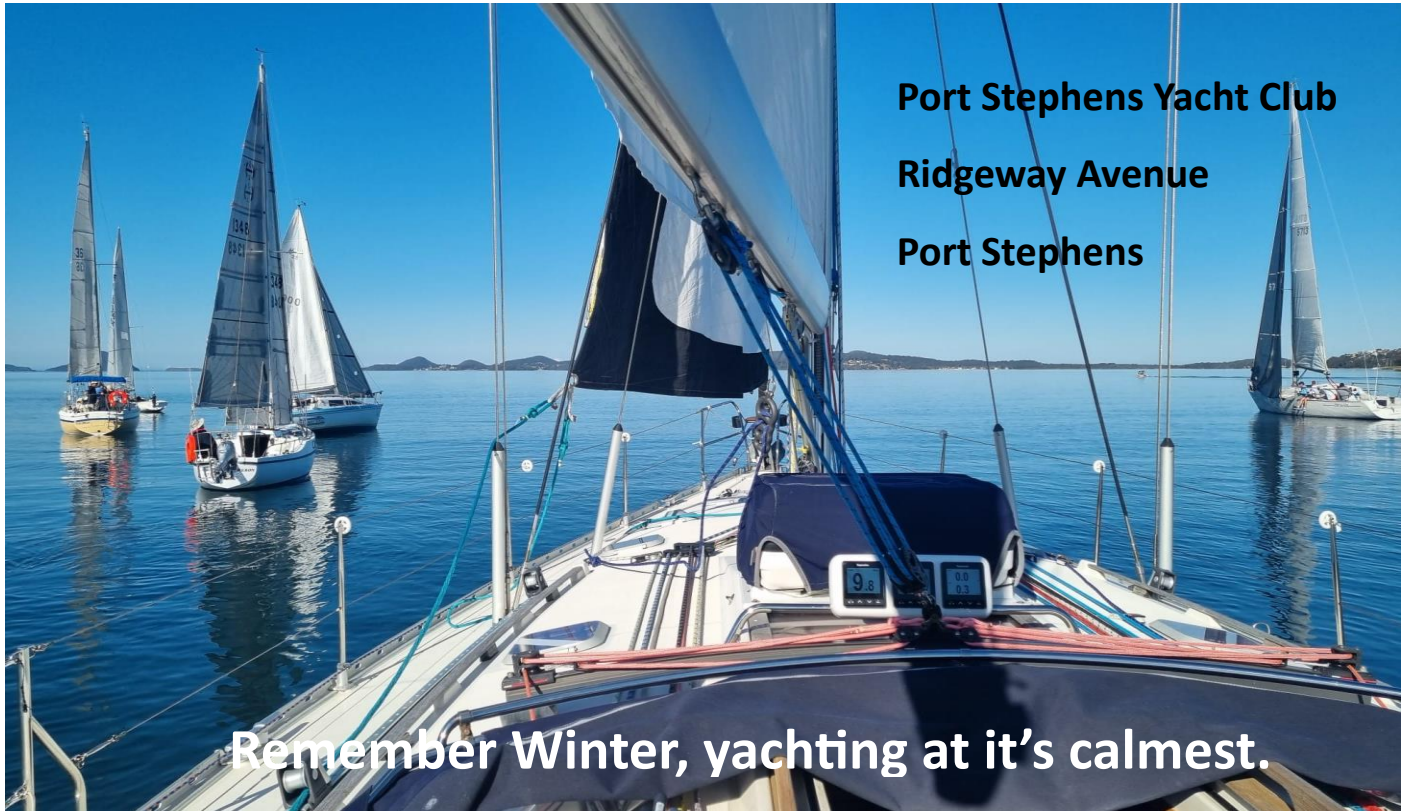


Photo from Steve Liney's Belamy

Start of the Season Sail Past

The 2023 sail Past marked the beginning of the new sailing season and was started by a Welcome to Country including the traditional smoking ceremony. Then eight yachts dressed their vessels with bunting in a great show of flags of various persuasions. Riko and Greg on La Sonrisa went to the trouble of creating their own flags featuring smiley faces. Alan Croft on in his little self-built 16FT yacht "Madness" had the correct flag to boat length ratio, by flying the club burgee aloft.

When the yachts took the salute and returned, there was a barbeque, drinks and the ManGo music band for entertainment. Special guest Meryl Swanson MP was welcomed by Commodore Michael Kirby and was shown our new carpets just installed, using our government grant money.



The Sail past yachts sporting flags were She's the one, Two way Street, La Sonrisa. Heron, Madness, Stevie Nicks and Una Vita. The judges awarded the winner of the dressed yachts to Adios which seemed to have captured the market of Aussie and other national flags and oh of course, the rabbitoes (NRL) white bunny.

Welcome to country Ceremony

Heather Atkins with Meryl Swanson MP.



Heron showed the spirit of the day (starting early no-doubt)



Riko and Greg did it again with imagination and verve.



Two way street excepting the salute.



"StevieNix "came over from Tanilba (Left)



"Madness" with the flag that counts.

The Commodore's yacht, "She's the One".(Right)



THE WINNERS



Winners are grinners Best Dressed Yacht. "Adios"

"Adios" with top heavy with flags. (Spot the rabbit).



PSYC: MR.T - Third in Airlie Beach Race Week

This Year a motley crew of sailors decided to enter the sports boat division at Airlie Beach Race week 2023, Julian Bell, Arthur Bell (Boat Captain), Evan Beeby and I took the long journey north for a great adventure with the Sports Boat “MR T” in tow.

From Port Stephens to Airlie Beach it is a fair drive by any means, 1980Km to be precise, 20 hours of driving which we did straight through, with lots of singing and Red Bull energy drinks, rotating drivers.



Airlie Beach is a great town, it reminds me in many ways of Port Stephens, beautiful water way with picturesque mountains but no surf, it is a great lively town with lots of back packers and sailors, I think I was told that it is a drinking town with a sailing problem.

After the long drive, we set the boat with a few modifications, or “Arthurisations” and up headed for registration, it was a good mood in the car park with all the sports boats getting ready. They are a great fraternity to be a part of.

A big shout out to Tim Dodds of Newcastle Yacht Club, they let us bunk in with them on a marina berth so we did not have to pull the boat out each afternoon. After a long day on the water the last thing we wanted to do was undress the boat. Tim sails on little Mako; a Melges 24, who we had good racing against, though we beat them in the end.



The first race for the regatta was the around the island race (Double Cone Island), 2 start lines about 50m apart both heading in the same direction with approximately 75 boats at each line. The wind was getting close to 20 Knots from the traditional angle in that part of the world, the South East, it comes in just like our NE in Nelson Bay.

A Spinnaker start and we were off straight in to 15-16 Knots of boat speed and I think we did this for about 50 minutes until we reached the island. We were having a blast, water was spraying everywhere, then we rounded the island with a reach to the next rounding point. Arthur decided he wanted to change the headsail. A difficult exercise on a sports boat. We were travelling at more than 12knots and there is not much to hang on to. I kept thinking. “If he falls off, his mum is going to

kill me,” but success was had, the head sail was changed to the number #2, and we beat straight back into the wind for two and a half hours averaging 6-7 knots!!.

Now, you see the main problem with a sports boat is, in one direction you are like a 50 footer, flying, hooting and hollering; passing many boats, but then you round the corner and you're just a 7m boat punching into the wind, but it's hard to wipe the smile off your face after the spinnaker run.



Day 2 was another great passage race which was a challenge for a couple of reasons. The race was 25Nm so a long race but there were only 4 or 5 rounding points, so long distances between marks, and you are contending with 7m tides, a little local knowledge goes a long way.

Sports boats don't have much in the way of navigation so you are not quite sure if you are heading on the best possible course.

Again, we had a fun time with the kite up music blaring, singing and carrying on. I must say that Arthur did put the kite up the wrong way, first time he has ever done that he reckons, and I don't think he will do that again, I think we finished 4th that day, so pretty respectable

The next day we started the race, sailed for 3 hours and then it was abandoned. Bummer, we were doing really well, possibly in first position.

The next few races were windward-leewards, which suits our style of racing, fast and furious, close action, hectic start lines, great crew work with spinnaker sets and drops, and the big bonus was, we could see the mark, and we knew where we were going, we were getting good results firsts and seconds.

I let Arthur steer the boat for one race and he got a bullet... #1, first place in that windward leeward race. He was adamant that it was down to him, and of course, nothing to do with the crew work.. Ha-ha teenagers!!!

Jules did get a little sick, "The Airlie Beach Man flu" and spent 20 hours in bed.. nothing to do with alcohol I can assure you. (wink wink). He missed one day of racing, but that was probably to our benefit as it was a light air day and one less crew member worked in our favour, again placing well in the results.

The final day and no wind to speak of on the horizon on an otherwise beautiful sunny day, as officials at Whitsunday Sailing Club's (WSC) 35th Airlie Beach Race Week Festival of Sail waited until the 1pm cut off, unable to drum up a skerrick of wind, so all racing was abandoned and results stood as they were.

Overall we had a great race week in Airlie Beach sun, sailing and great times with a great bunch of sailors. We did not disrespect ourselves, in fact we did pretty well. We got 4th in PHS and 3rd in CBH, We will take 3rd Place any day

If you ever get the chance to enter the regatta, you will enjoy it, I'm sure. Also, I forgot to mention the Whales. They are everywhere up there. In one race, we passed behind one big fella. He (or she), was less than a boat length away, very spectacular. Just another thing on the list that makes it a great race week.

Tim Peachey.

Is your safety audit current?

Check your 1kg fire extinguisher expiry date. I bought a **FIREpro** from Bunnings (it was only \$20) and it was rejected by the club auditor because the expiry date could not be found to be legible. I took it back and sorted through the several other FIREpro boxes at Bunnings and finally replaced it with a legible one. (Subsequent batches may be better)

Now I find that Whitworths have matched the Bunnings Price with their **Megafire** extinguishers which are much more clearly marked as shown LEFT PIC. The clearly marked date stamps should enable you to be audited for the warrantee period of Five years as stated on the purchase box.



When replacing your expiring Asprin tablets the cheap ones expire before the next audit, what a waste? I got some with an expiry date of 2026 they were 50c cheaper but had 100 tabs when I needed 20 for the audit! I wish the authorities would accept Panadol which can be given to children as well for Cat.6 and 7.

JohnGrainger

Our Kevin Le Poidevin - Around the World Solo.

By Margherita Pelaschier / Global Solo Challenge



Port Stephens Yacht Club Member [Kevin Le Poidevin](#), is the only Australian skipper entered in the [Global Solo Challenge](#).

Kevin 's thirty-one years in the military has allowed him to not only develop efficiency, skill, and knowledge in numerous areas but also great human qualities and survival techniques. He named name for his team,

“Aviator Ocean Racing”, recalling a superior in the air force who said, “We are all aviators”, not just the pilots but also the mechanics, cooks, and all the base personnel.

Kevin says. “My team consists of me, my family, and my supporters. In the end, I do most of the work. I’m not afraid of hard work and can put in twenty hours a day if necessary. I’ve managed every aspect of the project given my prior expertise: design, maintenance, logistics, procurement, contracts, advertising, social media, video editing, drone operation, article writing, photography, electricity, mechanics, equipment, and composite repairs: Oh yes, and also sailing.”

Naturally, [Kevin](#) counts his boat as part of his team, playfully nicknamed “The Beast” when it becomes too demanding to handle. Kevin named his yacht, a Lutra BOC Open 40, “Roaring Forty” which he purchased back in 2017.

He had an ambitious project in mind, but his plans were upended by unforeseen events, particularly Covid. He Said”. “My original seven year sailing program but was disrupted due to the pandemic. Now, my primary and significant goal is to sail single-handed around the world. Afterward, I’ll sail the boat back to Australia and do another refit to participate in the Rolex Sydney Hobart, then the 2025 Melbourne-Osaka race, followed by an attempt to break the Australia round-trip record. By the end, I’ll either be completely worn out or broke,” he jokingly concludes.

Kevin’s other Yacht is a Sigma 36 named “Rogue Wave”. The rogue has already taken him single handed across the Tasman twice! It is parked on its mooring at Little Salamander Bay, Port Stephens. (*Perhaps in case he changes him mind!*) (ed.)

oaring Forty is an Open 40, a kind of predecessor to the Class40, but with distinct features outside the box rule: for instance, the hull can be made from carbon fibre, unlike Class 40s which must be fiberglass. Roaring Forty has a ballast capacity of 1000 litres on each side, whereas Class 40s are limited to 750 litres. Kevin has replaced the standard rigging with rod stays and he says his boat may be a bit slower but it is built to last.

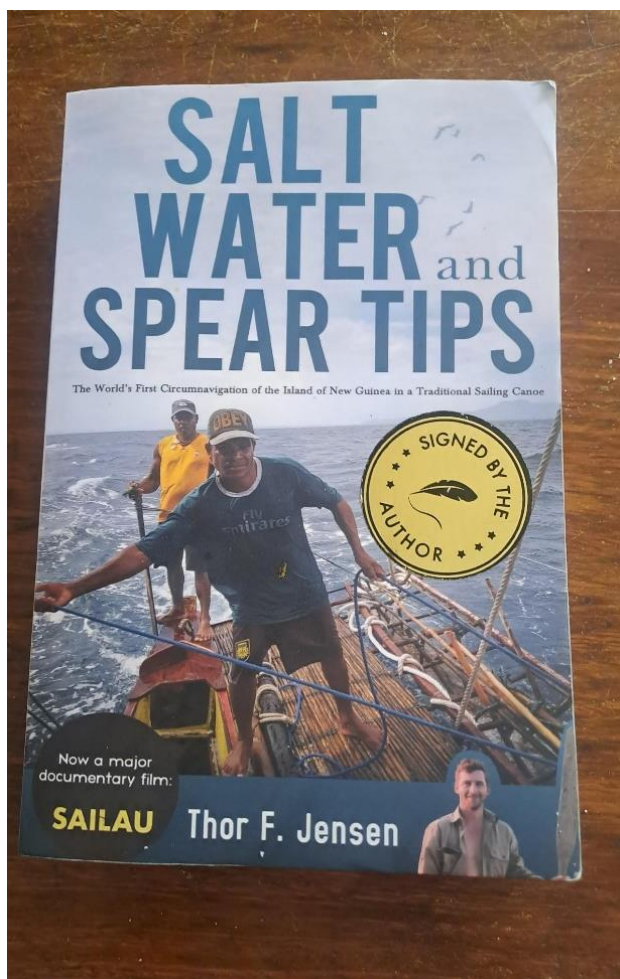
Kevin has just completed the compulsory 2000nm qualifying cruise and is set to start the Global Challenge Race on 28 October 2023. [Continue to the GSC website...](#) OR on the GSC website: <https://globalsolochallenge.com/tracking/>

Kevin unfortunately has to postpone his departure for a few days due to a minor back injury when sailing to the start line in the Bay of Biscay to the port of A Caruna in Spain.

Those sails our club donated to Papua New Guinea.

Whilst in Darwin I visited Thor Jensen and obtained his book titled **Salt water and Spear Tips**. The book is a marvellous read. It chronicles the world-breaking story of the first circumnavigation of New Guinea in a traditional sailing Canoe. Thor's passion starts with his adventures as a teenager (a graffiti artist) in his native Denmark and his sea canoeing filming adventures in Venezuela. In 2014 he and a partner paddled 1200 km around Denmark.

Australia is designated a continent; so the island of New Guinea is the world's second biggest island after Greenland. This fact led to Thor's ambition of exploring and leading a World Record adventure. All this was achieved on a shoe String budget using all his and family and friend's savings some sponsorship and even crowd funding, when things did not necessarily go to plan.



Thor tells of the trials of managing the whole expedition (usually on the run) and tells of the various dangers encountered. Strangely the hazards were not so much on the sea but on land.

The first task was to visit the town of Alatau in in the Milne Bay province in the south of New Guinea (An area known for Australian resistance to the Japanese invasion in World War Two). There to find vital contacts who could not only supply a traditional outrigger sailing canoe, but master sailors who were willing to leave their villages for an indeterminate time and risking their lives to follow the dream of a "dim dim" (Local name for a white man). In so doing becoming famous themselves.

The outrigger canoe of Milne Bay area called a "Sailau", is not a sea-faring ocean voyager but is used for short sails trading goods between neighbouring islands. It must be sailed along the coast, landing on beaches continuously to rest, gather supplies and make communications, sometimes via a satellite. Daily there were the dangers of crossing near coral and rocky reefs only to encounter sometimes hostile villagers. The threats to a successful circumnavigation were compounded when they entered the Indonesian territory of Irian Jaya (West Papua); with its added government bureaucracy and foreign language.

Permits to travel there only lasted one month and were sometimes nearly impossible to obtain.

The crew members reminded Thor of the risk of local "Pirates" or "Raskols". They Said. "The presence of a "dim dim" passing their shores was a sure sign of wealth and a great temptation for burglary!"

Landing near large settlements were particularly security hazards. Of course; the presence of a computer and a camera had to be concealed at all times and would have been extremely hard to explain in Indonesian waters!

There were many setbacks to be overcome such as a waterlogged and worm ridden outrigger and the change in season with contrary trade winds, because of delays along journey all the way.

There have been many spin-offs of this epic journey. One of which our Club has been involved in. An island school has been started to teach the local youths how to build the traditional canoes.

The effort also has attracted the United Nations. Thor and his crew were invited to speak to a UN Committee interested in the preservation of traditional sailing craft in the Pacific Region.

Then there was the launch of Thor's documentary film of their achievement that Thor some-how produced. The film was released first in New Zealand and is due to come to Australia.

(Now a commercial film company has engaged his PNG sailors to be in a feature film).

Below are two pics of the sail donated by David Simm. (Dave recognised the jagged tear). Thanks Dave.



Seagull Droppings

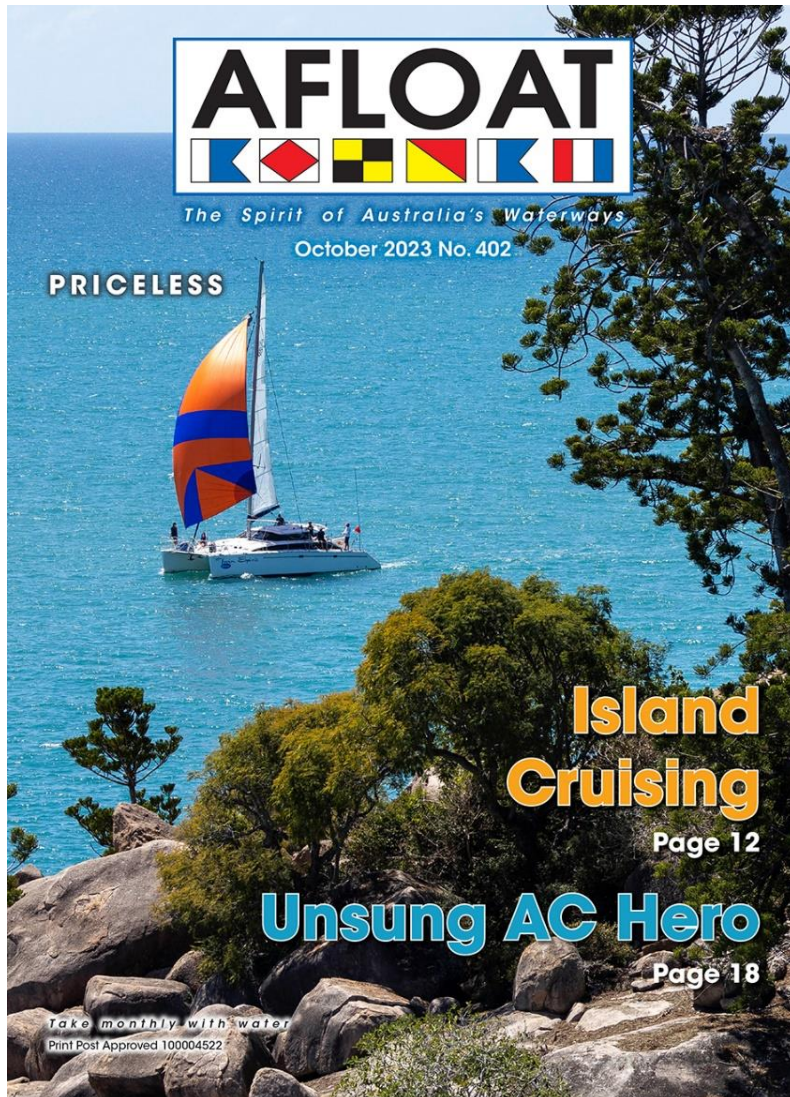


Surely, not one of our members!



Ken Peachey AFLOAT Magazine. (Available from the Club House).

Story by Ken Peachey. Photo by Andrea Francolini. Permission to use this photo kindly given by the Afloat Magazine.



Well, I've finally made it to the cover of a magazine. If you look very closely at the picture of the catamaran on the cover of this month's AFLOAT Magazine you can see someone standing at the back wearing a red cap trimming the spinnaker. That's me!

The boat is a Perry 43 called Twin Spirit it is owned by a group of sailors, one of which is a friend – John Harrison.

John and his wife Jill, are previous residents of Port Stephens having owned and run Lemon Tree Passage Caravan Park.

Twin Spirit competed in this year's Hamilton Island Regatta, where she won her division but the attached photo was taken at the Magnetic Island Regatta which is run shortly after the Hamilton Island event.

The photo was taken on the last day of the regatta and the race was a circumnavigation of the island.

If you look even closer you will see a protest flag just behind me! Twin Spirit was involved in a buoy rounding incident just after the start during which she hit the buoy and subsequently had to re-round the mark. A protest flag was raised against another cat which did not allow us room at the mark.

Like many protests ours was dismissed on a technicality – our flag was not raised quickly enough! And who raised the technicality? The other boat of course!

There were seven cats racing in our division and we came 4th on a count back and missing out 3rd place by one second corrected time.

This year's Magnetic Island Regatta was raced in mainly light winds which resulted in shortened courses and delayed starts except for the last day round the island race, which was a beauty.

Ken Peachey

Near tragedy

By John Grainger.

In the July 2022 issue, I wrote a story of the demise and rescue of the crew of the yacht NEXBAR.

The TV news grab had informed us that two Yachtspersons were rescued 15 NM off Wollongong and were returned safely to their loved-ones! The news focused on the brave sailors on the Royal Australian Navy Destroyer HMAS Brisbane who came to the rescue. This left more questions than answers.

Two days later the 30ft hull was found washed ashore on a sandy beach!! It was missing, the whole keel, the two rudders, the mast and rigging. The sailors were left to cling only to the propeller sea leg.



Amazingly, the passing Commercial Ship MV Arietta Lily after receiving a distress message from AMSA, located the upturned white hull that was barely above the water and swamped by the two metre swells. The ship stood by and directed the HMAS Brisbane to the stricken yacht.

A year later we have a report; not by any government Authority; but by a committee of three very knowledgeable and experienced members of the Royal Prince Alfred Yacht Club. From their report, we now know the circumstances of the incident, but not why the keel fell off at 0100hrs near Wollongong!!

How scary was it for the two women sailing in the dark when their new yacht suddenly capsized with one one (temporarily) trapped in the cabin. The life raft unable to be deployed, the secondary emergency beacon had floated away, the DSC enabled radio no-longer functional and no alarm was sent out for 11 hours? Etc etc. Only luck together with personal tenacity and survival skills of the crew saved them.

The yacht named Nexbar; was the first hull to be built of a First Farr X2. It was specifically designed for two-handed offshore racing. The sailors were completing an overnight 100nm ocean passage to qualify for the Sydney to Gold Coast race the following month. The two sailors were experienced in ocean sailing and they hoped to compete in the two-handed female division of the 2022 Sydney Hobart Yacht Race.

How lucky were they 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!

What went wrong: -- Well; nearly everything.

The sailors had trialled the yacht a few weeks before in winds up to 30 kts and fitted safety gear to a Category 2 standard with safety bum-bags and head torches for each sailor. In preparation they had a fuel leak fixed by a mechanic and stanchions re fitted and an anchor point installed.

Some wear noticed by a diver around the keel slot was inspected but was deemed to be safe for the qualifying cruise when they hauled the yacht out for professional inspection.

The yacht was designed with variable ballast and the crew had practiced pumping out and refilling the water ballast as weather permitted. Some water leakage over the floor was noted but was managed by the bilge pumps electric and manual. (This ballast leakage may have masked the instability of the keel.)

What happened.

They were sailing in a 12 knot breeze just before 0100hrs on 2nd July 2022 when the co skipper went below and prepared to rug up for the next three hour helming shift. She had removed her torch, life jacket and bum-bag just as the yacht suddenly capsized, broaching for a few seconds then completely inverting. The skipper was thrown overboard attached to her double tether and her automatic life jacket inflated. The Co-skipper was able to swim out of the fully flooded hull to the skipper, but she had no time to bring the yacht's EPIRB (Satelite Beacon) and exited, leaving the yacht's grab-bag her torch and her personal bum-bag behind. There was no air pocket for her to take a second breath and she emerged coughing up sea water contaminated with diesel.

The skipper clipped the co-skipper to her tether then took her personal locating beacon (minature) from her bum-bag. However during deployment, its extending antenna broke. The skipper fitted the yacht's life sling to the co-skipper, (in-lieu of a life jacket), then she attempted to make a phone call using her smart watch, but there was no reception.

Initially the sailors were able to position themselves at the stern of the yacht supported by their feet on the twin rudders. Eventually as the wind built and waves heightened, the rudders broke away one by one.

In a desperate effort, the sailors were able to throw a rope (weighted by the skipper's head torch) and snare the propeller leg. They then were able to position themselves by rope up on the hull proper, to await rescue which would surely come at daybreak.

At 0700hrs they failed to attract the attention of a passing ship. Later they heard, but did not see a helicopter. As the day wore on in a daring and desperate effort, the co-skipper risked a tethered dive under the hull but still could not manage to free the life raft. At times the weather worsened and visibility was down to a few metres and there was total cloud cover. The yacht's hand-held VHF radio was left on charge in the flooded cabin.

Note: (Hand held radios have a battery-life of 12 hours with a charge time of 7 hours!)

The skipper tried again to reach 000 on her smart watch. She was not able to hear a connection but

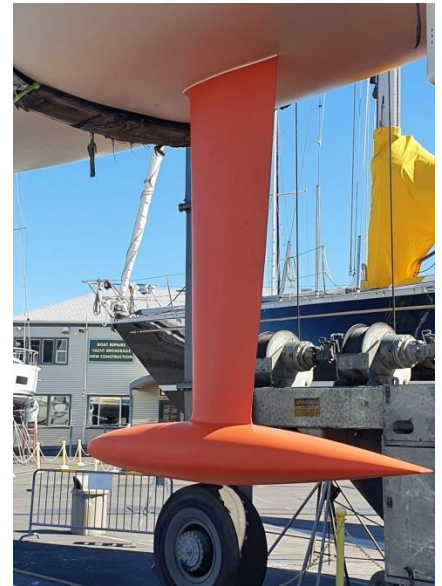
some-how, she was able to send her position which alerted AMSA and a search was initiated at 1300hrs.

The vessel Arietta Lilly proceeded to Nexbar's last known position and located the stricken yacht and the two crew on what they thought was a white buoy, low in the water. The vessel stood by, until the Navy's HMS Brisbane was able to rescue the two women from the hull using an inflatable boat at 1530hrs. Just two hours before light faded! Ashore, the sailors were treated for exposure and the co skipper was found to have a broken nose.

One wonders at the outcome, if the co-skipper had been wearing her automatic inflating life-vest which would have further hindered her exit swim from the flooded cabin.

Please keep safe sailors. (Ed.)

You can find the full report from the Royal Prince Alfred Yacht Club by searching Nexbar report RPAYC.



PSYC Members on the loose

Our members are a truly international crowd with selfies from amazing locations.

How many can you identify.



Philip visited Nassau Yacht Club while in The Bahamas attending a Toastmasters Convention in August 2023. While there he wished to have a sail with locals, however, they don't do social or racing sailing as PSYC does. The visit was fun and entertaining while swimming in the warm waters of the Caribbean.

Philip Bendeich





Trailables Marathon Regatta

**SATURDAY 4TH
NOVEMBER**

Not just a race but an occasion.

Hey Skippers crew and social members, we need your support on this. Let's get together.

There are several iconic Trailer Sailer events in Australia, the largest being the Marlay Point overnight race in the Gippsland Lakes. Several of our members have participated in that race which starts at a little yacht Club on the shores of Lake Wellington goes through the Mclennon Straits near Loch Sport to Lake Victoria then round Raymond Island to finish at Paynesville. Locally we have the Lake Macquarie 24 hour race combined with one lap of the lake for we older folk etc.

Why can't we have something similar? Something we can have resembling the Sail Port Stephens Regatta. This year's marathon race is an idea to see if we can get the support to run such event(s) in the future. It will require some dedication and persistence but will give our club a vision. Who knows where it will lead, but we need to start somewhere.

Ok: Who's in?

John Grainger

Presentation Day Winners and Trophies

Bar Person of the Year - David Enderby

Club Person of the Year - Michele Abelson

Volunteer Contribution Award - Kylie Russel

Starters prize Heather Atkinson, Bill Haskel, Steve Plante, Judy Plante and Pam Townsend.

Wounded Rock Award - Michael Kirby "She's The One".

Christopher Columbus Award – David Rundle "Smoke and Mirrors".

Coastal Cruising Award - Cherylle Stone "Sub Zero".

Club Champion Award – Julian Bell "51st Project"

Club Champion Award – Chris Bebb – "Jia".

SAILING EVENT	First	Second	Third
Jack Holman Trophy	Jia	Two Way Street	Gift Horse
Max & Edna Bergman Trophy	Yulunga	She's The One	Bellamy
Winter Sternchaser	She's the One	Adios	Jia
Winter Point Score Division Div 1	Chilli	She's The One	51 st Project
Winter Point Score Division 2	Adios	Yulunga	Solander
Commodore's Trophy	Chilli	Smoke & Mirrors	51 st Project
Autumn Marathon Division 1	Shere Khan	51 st Project	She's The One
Autumn Marathon Division 2	Adios	Jia	Hanini Bay
Autumn Point Score	Shere Khan	Smoke & Mirrors	Chilli
Marine Outlet Women's series	She's the One	Bellamy	Chilli
Marine Outlet Women's series	Jia	Subzero	Yulunga
Inshore Sternchaser	She's The One	Chilli	Shere Khan
Offshore Island Race	Una Vita	Bellamy	Jia
Sprints Series	51 st Project	Exalte	Bellamy
50 th Anniversary Teams Trophy	Wubaray	Adios	Crazy Little Thing
Summer Point Score Division 1	Chilli	She's The One	51 st Project
Summer Point Score Division 2	Solander	Adios	Two Way Street
Spring Cove Marine women's series D1	51 st Project	Bellamy	She's The One
Spring Point Score Division 1	51 st Project	Smoke & Mirrors	She's The One
Spring point Score Division 2	Jia	Adios	Yulunga
Police and Emergency Regatta	Adios	She's The One	Thief of Time



A SIX PIECE BAND, NO LESS.



Directors Reports

Commodore's Report

The Month of August.

1. Negotiated & secured "third party property" insurance for the caravan, given its storage location and past vandalism, we now have cover up to \$5000.00 of insured value.
2. Assisted Director 2 with arranging PSYC Open Day celebrations.
 - a. Sent invitations to PSC Mayor, Leah Anderson PSC Councillor, Meryl Swanson Member for Paterson, Marine Rescue Port Stephens Unit Commander Ben van der Wijngaart plus PSAYC sponsors.
 - b. Welcome to Country and Smoking Ceremony – negotiations with Worimi representative.
 - c. Secured sponsor Zhik are donating a voucher to the value of \$355.00 to be awarded to the Best Dressed Yacht at the sail pass.
 - d. Arranged with Soldiers Point Marina "free" berthing for yachts participating in Sail Pass.
3. Female Friendly Grant Project
 - a. Received the building contractors, insurance, licences, work statements, etc.
4. PSYC constitution change proposal for members to vote a PSYC AGM.
 - a. 42. The quorum necessary for the transaction of the business of the Board shall be a majority of the total number of directors and of that number the majority shall be yacht owner members or such greater number as may be fixed by the directors.
 - b. Should the yacht owner requirement be relaxed?
5. Preliminary discussion with Bill Talbot "Offshore Wind Farms" and PSYC feedback.

The month of September:

1. OPEN DAY 23/24 Sailing Season – Great Success!
 - a. Smoking Ceremony and Welcome to County – attend by dignitaries, past commodores, life & current members, and visitors (60).
 - b. Sail Past – Adios Best Dressed Yacht
 - c. Food, Music and Sunshine.
2. Morley & Co Auditors
 - a. Provided information on stocktake.
 - b. Auditors report received and logged on time with ASIC.
3. Female Friendly Grant Project
 - a. Submitted to PSC seeking approval for "works on council land".
 - i. Contractors Information.
 - ii. Latest Renovation Plans.
 - b. Received contractor's quote.
 - i. Quote under budget to the amount allowed for in grant submission.
 - c. Followed up on previous advice from PSC -
 - i. "If the grant is approved you would then contact me and I can walk you through the steps to submit the works you are requesting and then we can gain approval through the Corporate Risk and Asset team. DA approvals are only required if you are adding an extension onto the building or building a new structure etc. internal improvements do not require this process."

4. Stronger Communities Grant – signed off project completion.
 - a. Submitted photo's of the new carpet, confirmed the \$8,000 only allowed us to complete the downstairs and stairs carpeting as the total cost was \$11,075.60 the balance was funded by the club.
 - b. Accepted project complete and signed off.
5. Jack Hollman
 - a. Confirmed with revised date 11/11/2023 with Holman family.
6. PSYC Trailable Marathon Port Stephens 4/5th November.
 - a. Assisted the Club Captain with promotion of this event, associations, and yacht clubs.

The month of October:

1. PSYC 22/23 Season Presentation 29th October
 - a. Assisted the Club Captain collecting & confirming season results.
 - b. Tim, Bill, Heather and I reviewed trophies, prior to Tim sorting engraving and new trophies.
 - c. Assisted Director 2 and Bar Manager with function arrangements.
 - d. Very successful Presentation event, with 62 persons attending, buffet lunch well received, with the majority of prize winners attending and a good spread of “winners” across the clubs’ registered yachts.
 - e. The major prize winners.
 - i. Bar Person of the Year – David Enderby
 - ii. Club person of the Year – Rowan McGregor.
 - iii. Crew Person of the Year - Michele Abelson.
 - iv. PSYC Encouragement Award - Dennis Green.
 - v. Volunteer Contributions - Kylie Russell.
 - vi. Club Championship Div 1 – 51st Project Julian Bell.
 - vii. Club Championship Div 2 – Jia Chris Bebb
2. Trailable Marathon 4th November – NOR & SI's issued and on the same day NCYC Offshore fleet will finish a race to Port Stephens, staying at Soldiers Point Marina with PSYC providing race management, hospitality and presentation to winners, bar services extended to 7.00pm.
3. Jack Hollman Memorial Race – 11th November confirmed with the Hollman Family, providing hospitality with free BBQ and presentation of prizes.
4. PSYC AGM confirmed 24th November 2023,
 - a. All nine (9) boards positions vacated at the meeting, date and time plus nomination forms sent to members.
 - b. Life Membership (Lindsay Cleland) proposal to be voted upon.
 - c. Proposed changes to PSYC Constitution – PSYC Secretary to e-mail members, the boards reason for change and proposed new wording information sent to members.
5. PSYC Xmas Party confirmed 10th December 2023, Director 2 will be sending out the event invitation via Revsport e-mail to members, details to follow.
6. Sub-Leasing of PSYC space for Art Studio, PSC confirmed this activity not allowed under the terms of our lease – permissible use. Potential sub-lease tenant advised in writing.
7. New cleaner appointed Teyarnni Mckay – insurance documents, etc provided to PSYC.
8. The Rear-Commodore (Ross MacDonald) resigned his position 22/10/23 effective immediately ahead of the AGM.
9. Regarding - Port Stephens Yacht Club Bathroom Facilities Upgrade - FFCSFLU-22/23-00072.
 - a. Milestone 2 is overdue, a Variation Request Form on Smartygrants, variation form to completed with as much information as possible, and state in the Form if you do not yet have firm Milestone dates, as PSYC struggling with Council around Landowners Consent.

CONFIRMATION OF ANNOUNCEMENT PSYC BOARD & MEMBERS – COMMODORE PSYC

“This e-mail is my formal confirmation to the PSYC Board (previous advice via PSYC Management What’s App group) that I will be retiring as the Commodore of PSYC at the AGM on the 24th of November 2023 and thus not be seeking re-election as a board member in any position, this information was communicated to the membership post racing Wednesday (11/10/23) and Saturday (12/10/23).”
As well the new PSYC board post 24th November 2023 will also need to appoint a new Licensee in Charge as I will also be retiring as the Licensee in Charge for PSYC under the requirements of Liquor & Gaming NSW.

I’m a strong believer that senior board positions such as the Commodore should be for a maximum term (say 3-5 years), the PSYC constitution does not cover this type of rotation. It’s time for the membership to appoint a new Commodore to guide PSYC into 2024 and beyond, three (3) years as a Director, plus three (3) years as Commodore is long enough and I have enjoyed every minute! As mentioned to the board & membership I will give 100% all the way thru to the AGM on 24th November 2023.

Michael Kirby Commodore

Vice Commodore’s Report

Hello all

Following the valuable Skippers meeting in July this year, the Race Committee put together the Spring and Summer Programmes with the aim of having a rolling update each quarter. As such the Autumn programme will come out as Summer starts so there is always six



months planned out. That said there are always outside things popping up that can create the need for some minor tweaks and changes so please keep an eye out for any updates.

Of note I would like to thank Tim and the starters for their management of the racing in my absence travelling over the past couple of months. Great job by all and good to see that it all went well. Notwithstanding that we still don’t have control over the weather.

The big things coming up are the **Presentation Event**, our **Trailable Marathon** on the 4th of November that hopefully draws in boats from other clubs. I ask that you enter ASAP so as the numbers grow to support the attraction of the event to visitors. Plus the NCYC fleet will arrive in the bay on the same day so should be a pretty big affair at the club that day.

Plus our key capstone event the **Hollman Trophy** is on the 11th November and look forward to our usual large fleet.

While not much yacht racing in Egypt I did come across a ship of the desert and plenty of strange yachts. They also can do a good sunset as well.



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 sunsets!

Rick Pacey.

Rear Commodore's Report.

Hello All

Unfortunately, I must announce my resignation as Rear-Commodore.

I thank the many people that I have had the pleasure of working alongside. I have found many of you inspirational in the way that you have shown that members can get together and move the club forward. I am grateful to have had the opportunity to enable many of you (for a short time anyway) to fulfil your vision to improve the club's premises and work towards making it attractive for the next generation of PSYC'ers.

Kind Regards Ross MacDonald

Club Captain's Report

- Up to date registered Yacht list is attached
- We are getting ready for the end-of-year club presentation
- Race results have been collated and checked ready for the prize-giving 2023
- All Trophies have been returned cleaned and taken to the engravers for the new additions
- There has been the addition of a new Trophy, this is for the Sail Port Stephens PSYC champion This is an internal point score amongst all the yachts who have entered the competition from PSYC and sail in the Sail Port Stephens regatta.
- The trophy was kindly donated by Neil Edwards who sails on 51st Project, a big thanks to Neil for this contribution it is a good-looking trophy.

- Thanks to everyone for sending the Insurance documents and safety audits, I have been updating the club files as the information comes through.
- When getting your audits done please allow some time as there are a limited number of auditors.
- Great to see the return of - Raptor - Richard Kerr,
- Great to see another new boat racing - Odd's On - Mick Hinchey

Regards Club Captain Tim Peachey

Current Racing Yachts OCT 2023 - 42

Yacht Name	Surname	Name	Yacht Type	Sail No.	Length (ft)	Length (m)
51st PROJECT	Bell	Julian	Beneteau First 50	7109	50	15.24
ADIOS	Ellis	Graeme	Beneteau 31.7	M604	31.7	9.5
AJA	McManus	David	Northshore 340 MK11	M340		10.3
BELLAMY	Liney	Stephen	Jeanneau Sun Odyssey	6063	45.2	13.84
BYO	Bendeich	Philip	Carter	BYO296	30	9.07
CHILLI	Simm	David	Corsair 24	C750	24	7.32
CIPRIANI	Campbell	Geoff	Northshore 38	1164	38	11.6
COLORADO	Paradice	William	Hunter 39	H39	39	12.01
ELUSIVE	Pacey	Rick	Bavaria Match	6608	41	12.5
EUSEMERE	Miaskowski	Jack	Jeanneau 11	PS 207	36	11
EXALTE	Tucker	Craig	X-Yacht 332	5872	33	10.06
FRIENDS	Symes/Pacey	Peter/Rick	Etchell	1049	22	6.71
GIFT HORSE	Parsons	Andrew	Beneteau 18	PS18	18	5.49
HANINI BAY	Nederlof	John	Passage 33	4339	33	10.1
HERON	Jory	Steven	Hood 23	1348	23	7
JIA	Bebb	Chris	Swanson 32	259	32	9.75
JOYEUSE	Schofield	Neville	Compass 29		29	8.84
KAOS	MacDonald	Ross	Cole 32	SA59	32	9.75
KARDINIA	Bowen	Edward	Hood 23	3769	23	7
LA SONRISA	Eguchi	Riko	Mottle 820	820	27	8.2
MADNESS	Croft	Alan	Gerry 14	25	14	4.3
Mr T	Peachey	Tim	Thompson 7	7022	23	7

NEIGHBOURS HOOD	Jeggo	Martyn	Hood 23	MH 126	23	7
NORA J	Chick	Cameron	Seawind 1000	1103	36	10.96
Odd's On	Hinchey	Mick	Peaden 34	M168	34	10.3
RAPTOR	Kerr	Richard	Elliot 9.6	6368	32	9.75
RYTHYM	Barnard	Ian	Adams 36	HKG7285	36	10.97
SERENITY	Tolcher	Ray	Northshore 27		27	8.22
SHERE KHAN	Kelly	Ross	Flying Tiger	FT77N	32	9.95
SHE'S THE ONE	Kirby	Michael	NSX 38	5713	38	11.6
SMOKE & MIRRORS	Rundle	David	Enigma 34	M7	34	10.36
SOLANDA	Ballard	Peter	Santana 22	649	22	6.71
STEVENICS	Willis	Stephen	Hanse 400e	7118		12.1
SUBZERO	Stone	Cherylle	Grainger 1250	PS75	43	13.2
TANGIER	Cross	Doug	Noelex 30	73140	30	9.14
THIEF of TIME	Ramsay	David	S80	2725	26	8
TRAMP	Paul	Bertholli	Northshore 34	34	34	10.3
TWO WAY STREET	Humphreys	John	Noelex 25	1000	25	7.62
UNA VITA	Peachey	Ken	NorthShore 11.2	MH 11	37	11.38
WIND KISS	Scheider	Michael	North Shore 31	4842	31	9.4
WUBARAY	Hume	Dennis	Melges 24	AUS19	24'	7.3
YULUNGA	Grainger	John	Spacesailer 27	36	27	8.23

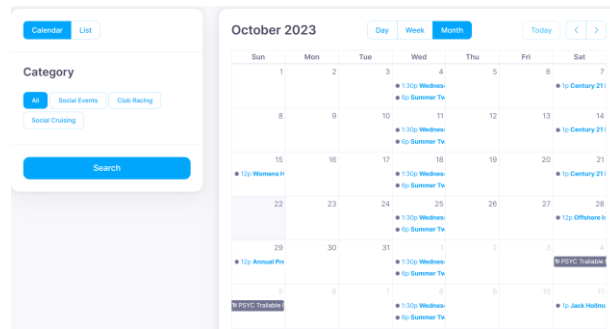
Director 3 Report

Hello all

On behalf of the Board and membership, the Director 3 role looks after the IT and communications of the club. Our IT Manager Paul Sinclair and I have been on the job with an audit and compilation of our IT systems followed by a clean-up of our IT systems and the webpages. While not immediately noticeable, the changes have removed some old links and pages while streamlining access to really key stuff like the Calendar and Race Documents. As always after feedback and suggestions to improve our IT systems.

The other big change has been the introduction of the Revsport calendar, while not as pretty as the older style is immediately updatable and enables copying into your personal calendar and can provide direct links to race documents and results. I have been liaising with Australian Sailing and recommended changes to the report format to improve its look and feel. Hopefully further updates are on the way to improve it.

As a warning I know that other versions of the calendar are around and fine, but the website version is the correct one and any changes should be checked for so as to avoid confusion and possibly missing an event or race.



Thanks and see you on the water Rick Pacey.

Rick Pacey vice Director 3

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