



The Bilge November -December 2023

Ridgeway Avenue Soldiers Point



Kevin Le Poidevin's Roaring Forty in the Atlantic Ocean during his shake-down cruise of 2000 miles. He is now competing in the Global Solo Challenge off the coast of South America. Read further down.

Merry Christmas & Happy New Year

Message from Commodore Rick Pacey

I know that many of us are catching up with family and friends here and around the country. It's a great time to reconnect and reflect on the year that's been and I hope it goes well for all.

We had a very good Christmas function which hopefully you enjoyed. Thanks to all the organisers and helpers for their efforts in arranging and supporting. The DJ option worked particularly well for this type of function.

Our year has been as crazy as always with the usual weather challenges, Sail Port Stephens Regatta support, the inaugural Emergency Services regatta and trailable marathon, Australia Day and club opening events and sail pasts. It has been a very active year with many of our 200 members travelling far and wide doing the post covid catchups.

We bring in the new year with a change in Board membership to build on the past efforts of members which will see another strong year of sailing and social events in our pristine environment. We expect to see ongoing works to the clubhouse this year to develop, improve and preserve it through the grants efforts being finalised.

Thanks to all members for your ongoing participation and support of the club. There is so much that so many people do each and every week to enable our full sailing program and social events to happen so smoothly.

Travel safe visiting friends and family, watch out for those double demerit points opportunities, and see you next year.

Rick

Meet our new Board. Here are their profiles.

Rick Pacey, Commodore



My favourite picture of my friend and I!

Having first been introduced to sailing on Sabots as a kid, then Trailer Sailers in early 20s and been a boat owner of some sort or another since. I do have an affinity for the water and can't imagine not living near the water. Port Stephens ticks this box really well.

I have been a member of PSYC a couple of times as we moved in and out of the area with work stuff and then decided to make it home. I really enjoy the flexibility and options that sailing brings, from cruising, socialising, competing as a team and the pressure of the race. Sometimes I think I know how to sail and then frequently reminded that we are all still beginners and there is always more to learn. That challenge is part of the enjoyment I guess. Being active within the club through various roles in the past and now I find really helps meet and understand people and how it all hangs together.

Being in a part owner in a couple of boat syndicates (**Elusive** a Bavaria Match 42 and **Friends** an Etchells) is enjoyable and brings together some likeminded people as friends and shares the burdens of ownership. Each boat is almost the opposite of each other and ticks different sailing boxes.

Being mostly retired, I look forward to being involved in the club, more travel with my wife Genelle, family and friends, planned sailing up the coast this coming year and more calling starboard on boats as we tack out of the start line.

Cherylle Stone, Club Secretary



I have been a member of the Club since the late 1980s. With my late husband, Geoff, we raced and cruised a Seawind 24, then a Martzcraft 35 followed by “Subzero” which we bought in 2004. Subzero is a 12 metre Grainger Catamaran.

The Seawind took us to Broughton Island and the Myall Lakes and the Martzcraft, “Willy Wagtail”, took us around Australia and for several seasons along the East Coast from Tasmania to Cairns.

Subzero has cruised once to the Louisiades, several times to New Caledonia and Vanuatu and once from New Zealand to Tonga and Fiji.

Following Geoff’s death in 2012 I have transitioned from carefree crew to responsible skipper with passages to Queensland and New Caledonia and Vanuatu in the winter months and Club racing in Summer. I enjoy taking female crew members out on race days as my effort to foster more female sailors to join our Club.

This is my second go at being Secretary. I was in that role for a year or two last century before retirement from teaching and long distance cruising beckoned and when now Life Member, Lindsay Cleland, was Commodore. It is already evident to me that technology and bureaucracy have changed somewhat in the intervening time.

Ken Peachey, Rear Commodore



I have the honour to be the new Rear Commodore for Port Stephens Yacht Club for 2024.

I have been a member for many years and have served on the board some years ago when I was also the Race Handicapper.

My father-in-law, Fred Burton was a founding member of the club and served as Commodore back in the 1970s. His picture is on the wall amongst several other past Commodores. I attended some club meetings with him before the present clubhouse was built when members would gather in a

garage in Kent Gardens.

Fred introduced me to the wonderful sport of sailing and he and I shared my previous boat, a Northshore 33 called Annelise. My present boat is a Northshore 307 Sports called Una Vita. Una Vita is Italian, meaning “a life”.

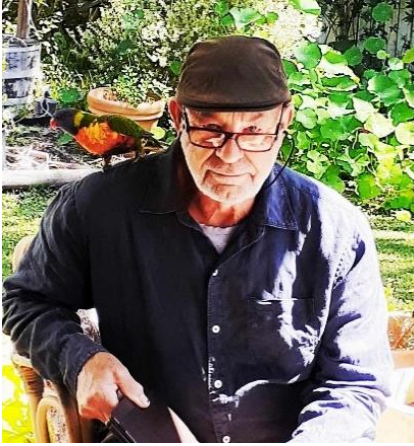
I am proud to have introduced my son, Tim, to sailing and he too is a current board member.

I have enjoyed the racing with the club and have had some success in Sail Port Stephens when I was fortunate enough to win our division in 2021.

The Rear Commodore is responsible for maintaining the club building which covers everything from cleaning to routine maintenance such as painting. This year I will be heavily involved with the upgrade and alterations to the toilets. Projects like the toilet upgrade present many challenges, not the least being

negotiation with our landlord, Port Stephens Council. You can appreciate that our building is old and is requiring constant maintenance. I am grateful to the previous board members and the subcommittee that has progressed the upgrade process to date.

Roger Dunwell, Director 1



Born in the East End of London 1948 and after what was called a comprehensive education started work in a commercial art studio annexed to an advertising agency and print works in Fleet Street.

Bounced around the U.K. through the swinging sixties stretching the concept of gap year.

1971 took the opportunity offered by Australia to visit the Antipodes on a Greek cruise liner, ten quid one way was too good to refuse. Day two saw my first force 9 gale in the Bay of Biscay which generated a continuing respect and excitement when on the water.

Landed in Sydney and rented in Fairlight overlooking the heads, paradise found, instead of the tube, a ferry trip to the CBD, or a hydrofoil if I was running late to work, was the order of the day.

After acclimatising I secured a position with the US Trade Centre as exhibits manager, based near Circular Quay but travelling the country and N.Z. promoting American technology through exhibitions and seminars.

Various entrepreneurial endeavours up to 1989 led to the Central Coast to operate the Avoca Beachfront Restaurant, and then regular involvement with sailing through Benneteau partnership and skippered charter business out of Brisbane Water along with Gosford yacht club races. Offshore deliveries along the east coast with a couple of trips to Lord Howe and the Whitsundays.

A move to Byron Shire preceded our arrival in Port Stephens in 2004 to take on Botaba b&b with my wife Sally, who continued her photographic business while I diversified with sunset, whale and dolphin cruises on Imagine.

Joined PSYC with Bill Haskell's proposal, and started racing with Ken Peachey and his father-in-law, founding member and Commodore Fred Burton, on Annaliese. Still with Ken on Una Vita.

Richard Kerr, Vice Commodore



My journey to Port Stephens started in 2011 when I helped friends sail their Jeanneau 36 to the bay and participate in the Sail Port Stephens regatta.

I remember thinking 'I could live here one day!'. 18 months later, my wife and I both received redundancies from our medical industry jobs and (after considerable discussion) decided to buy a café in Newcastle and move north from Sydney. I continued to work in the medical industry until early 2023 when another redundancy convinced me it was time to retire and concentrate on sailing (and a few other things!).

My boat "Raptor" is a Greg Elliott 9.6m design and was the first of only 4 in Australia. Raptor participated in the 1994 Sydney to Hobart race based out of Sandringham Yacht Club. I bought it in 2004 from Gosford Sailing Club and sailed it up to the bay in 2015.

My sailing history started when I was about 12. Just why my father decided to buy a boat with no history of sailing in his family I don't really know, but I do remember being completely hooked as soon as it hit the water.

We stopped sailing together when I became an impossible teenager (which was relatively quickly) and I jumped from boat to boat until buying a Soling with two friends. The racing side of things took me to the Parramatta River, Sydney Amateurs and Balmain Sailing Clubs mostly with some regattas and one-off races with other clubs, including several Soling and Young 88 state titles, the Sydney to Coffs Harbour and Darwin to Ambon ocean races.

I lived in Japan for a few years in the 90's and became connected with sailing there in various classes which included Solings, J24, Seahopper (similar to a Laser) and other 'cruiser' classes in regattas, passage races and my only experience so far of freshwater lake sailing. That experience and the fact I could speak Japanese, got me into a Japanese syndicate chartering a J35 for the 1996 Kenwood Cup in Hawaii. The Australian team won that event at the 'pro' end.

I have had much less experience cruising but have done some delivery trips including taking an S&S designed Swan 40 to Thailand doubled-handed. Other trips include Turkey to Greece through the Corinth canal followed by 3 months cruising the Ionian, a day sail on the Tiber out of Rome and several months in the islands of northern Australia, Indonesia, Singapore, Malaysian and Thailand.

Sailing has taken me to places I would never have imagined when I started. It brings people from different ages and backgrounds together and all sailors have a story or two! I'm still in contact with people I sailed with decades ago and early in 2024.

I'll be doing my first Hobart to Sydney passage with one of the friends I owned the Soling with in the 80's. His daughter is doing the race again this year on "Pretty Woman" and we are sailing it back. They won their class last year in her first race and thus another generation is hooked!

Peter Saxon-Williams, Director 2.



Peter has been at PSYC for four years of club membership.

Past sail experience.

I owned a CAVALIER 28 for 22yrs which I used for PITTWATER cruising with many trips each year to Sydney Harbour and the Central Coast.

I also crewed on open water ocean trips to LORD HOWE Island, MIDDLETON REEF and many coastal trips to central QLD.

The Jack Hollman Trophy

Remembrance Day 11th November 2023.



The Melges 24 "Wubaray". Won The Jack Hollman Trophy.

Owners, Dennis "Rhino" Hume and Ross "Dinga" Bell are seen holding the Trophy presented by, Kerry Hollman, (Jack's Widow) and Jack's brother Brian; who is wearing his 50th anniversary shirt given to him last year by Bill Haskell.

At the presentation Dennis Hume said. "In 20-23 knots gusting 28, wubaray sailed with a reef in the mainsail,(unusual for a Melges 24), and an A3 spinnaker which is smaller and flatter cut than regular Melges 24 spinnakers. It made the boat handling comfortable in the fresh conditions and enabled us to stay with some bigger boats upwind and plane away downwind."

"Thank you to our competitors - a victory means nothing without fierce competition, and to Race Management for a fabulous day's sailing at Port Stephens. Thank you also to The Hollman Family for making the day very special in remembrance of Jack." Said, Dennis Hume.

Second on handicap was "Subzero" (Cherylle Stone) and 51st Project (Jules Bell) was third on handicap, and first in line-honours.



Fifty First Project getting line honours in the Jack Hollman Trophy

The 2023 Inaugural Marathon Race.

The race held on 4th November Was run in three divisions. Division 1 was for keel boats and Trailer-Sailer yachts up to 27 feet. Division 2 was for sports boats and Division 3 was for the bigger boats and multihulls.

Division 1 was to start first in the 24 nm race around all the navigable waters within Port Stephens. The start for these boats was scheduled for 1200hrs, but barely 10 minutes before the start, ominous black clouds threatened from the South and the Club Starter, Heather judiciously postponed the start and all subsequent race starts for half an hour. Only the division 1 boats that had come to the start were hit with

the wild wind and drenching rain with thunder and lightning close overhead. The smallest and most exposed was "Gift Horse" who with the others, jostled for shelter very close in to the rocks at the foot of the Start Caravan. It was not safe to enter among the moored boats around the harbour and there was a tiny strip of flattish water in which to manoeuvre with a reefed main and motor on idle. Visibility was down to nil and boats had to guess where in the mist other boats were in the storm.

Luckily, within the half hour the storm left Port Stephens in moderate breezes and sunshine for the next five hours of the Race.

The race placegetters were Div 1, Yulunga, Thief of Time and Gift Horse

Div 2. Wubray, Mini Mako and Barely Legal.

Div3. Rhythm, Jia and Exulte

Ominous Start!

At the division 1 start. Andrew Parsons and Rossco MacDonald on Gift Horse probably thought they should have stayed in the stalls. Andrew had this to say about the pre-start sheltering.

Hi John, "Rosco MacDonald and I were in the starting area with the main up, looking forward to the inaugural race, especially being one of the few actual trailer boats entered.

Ian Barnard on Rhythm cruised past and asked us if we had seen what was coming, pointing south.... a massive green/black wall rushing ominously towards us. First there was a wild, swirling wind and the Bay went flat as the wind flattened any waves, with white foam flying. Our last glimpse was of Thief of Time further out east, being tossed like a flapping cork. Then the rain hit.

It was like being flailed with several cats-o'-nine-tails at once. We couldn't look up, it was way too painful, and we were completely drenched through our "wet weather" (!) gear in seconds.

I had the radio turned up full but there was no way we could hear anything other than thumping water. We manoeuvred as close to where we thought the caravan should be, but it was invisible, along with the flagpole and any useful flags. We just had to wait it out, circling in the gloom, except for deafening thunder and lightning. I wondered how good a conductor is carbon fibre..

Eventually, feeling like tenderised steaks, the rain eased and we realised we had survived and were still afloat, and ready to race.

Heather (our starter) had postponed the start, as we had assumed, and we went on to have a great sail in pretty good conditions as the storm made its way north. We even dried out by the third leg. A great day out, in, under and on the water."

At the division 1 start. Andrew Parsons and Rossco MacDonald on Gift Horse probably thought they should have stayed in the stalls. Andrew had this to say about the pre-start sheltering.



Pictured: "Gift Horse" about to be drenched just on start time in Division 1 Marathon race.



Some yachts were not so serious!

Christmas luncheon, Sunday 10th December.

The 2023 Xmas function was attended by more than 30 club members and 4 guests, (some for the first time), in the club rooms.

Positive comments about the great view to the west, were well received and the D.J. played request music at a comfortable sound level. Most commented on the great three course food.

I wish to thank all the volunteer workers that helped – before, during -and after the event.



(Left.) Volunteers, David Enderby and Andrew Parsons worked the bar.



Lindsay Clelland Life Member

Lindsay Clelland was voted in as our latest Life Member at our Annual general meeting. He has been a continuous member of PSYC for over 30 years making him the longest serving member of our club. He has been Club Commodore, Vice Commodore, Treasurer, Club Captain and Club Licensee, serving on the board for 15 years. He was a sailing instructor and mentor of many and in particular those that peopled the "Hood Table". With Lindsay, as Commodore, the Club successfully applied to the NSW court for a liquor License. The rest is history.

His first club yacht was NAARI in 1980, a 18ft Jubilee; famous for being built and sailed by our club founder Max Berman. In 1984. He purchased "Kittywake", a Hartley TS16 then his current yacht, "Playdough" a Timpany 770. In it, he won the division 2 Summer Club Champion.

Although no-longer an active racing member Lindsay continues to visit for a few drinks and a catch up with his long-time mates.

Solo Global Challenge

Our Club Member Kevin Lepoidevin is one of only 16 International entrants.

Kevin Le Poidevin finally made a start from La Coruna in Spain and is now well south of the Azores. A slow start, technical problems before starting, an injury and a great hole in the Atlantic wind system has tested his endurance and patience. – Can anything else go wrong? Of course it can!! (Kevin was scheduled to leave as the third last boat on a handicap start) Below is the official Report on 5th December.

"Of the 16 boats that started from A Coruna so far, 14 are still in the game, [Juan Merediz](#) on Sorolla is the only boat to have formally retired due to autopilot failure on November 6. Of these, all but one, have crossed the equator leaving only [Kevin Le Poidevin](#) in the Northern Hemisphere. "

"Having started nearly a whole month late due to a back injury and some technical issues, the skipper of Roaring Forty has seen his determination and patience put to the test. Instead of finding fast sailing conditions on his approach to the Canaries, his Atlantic descent has first seen him unexpectedly beat his way south in unseasonal South-Westerly winds. Then, just as he thought he had sailed past the area influenced by North Atlantic low-pressure systems, the Australian sailor stopped in his tracks in a massive ridge of windless high pressure, recording the lowest ever 24h mileage by any skipper in the Global Solo Challenge so far, (12 Nautical Miles), effectively just drifting, hardly something you'd be longing for with 25,000 miles to go and whilst trying to catch up with the fleet ahead of you. This included one knock-down when he was caught with a 90 degree wind shift; an unplanned Jybe Oh!!!; Whoops. His water ballast was now set on the wrong side and the side winch was temporarily under water!"

Kevin has finally got the winds he is after heading south and has crossed the equator and is now sailing South off the coast of Argentina, South America.

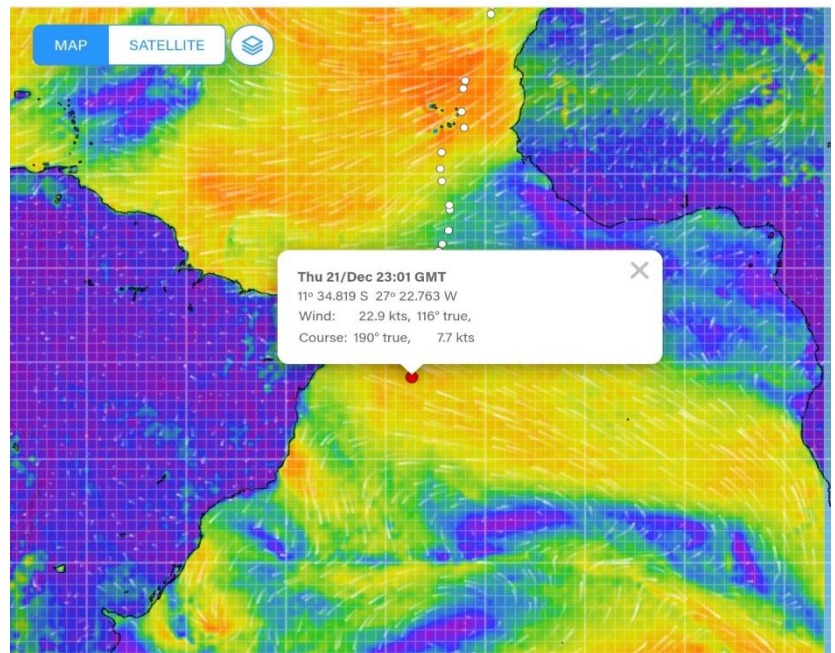
website: <https://globalsolochallenge.com/tracking/>

Sailor folks and others: it is great fun following not only Kevin but the other contestants in the Global Solo Challenge that finally made the cut from 60 initial applicants. Several blogs have come through already with high drama on the high seas particularly as the leaders reach into the Southern Ocean beyond 40 degrees South.

Of note the smallest yacht Bendigedig sailed by Dafydd Hughes, (An S&S 42 which was set off first.) set a great leading pace but has now diverted to Hobart for repairs to the Autohelm self-steering system, thus sacrificing penalty points in the interest of safety. Unfortunately, the jovial Welshman has since retired from the race and remains in Hobart. Two others have put in at South Africa for repairs and are continuing and another is likely to retire with auto-helm problems.

To stay updated on the competitors' positions, the tracker is available on the GSC website: <https://globalsolochallenge.com/tracking/> or by downloading the "YB Races" app, which allows you to follow the positions from your mobile phone.

The track and the position of Kevin's yacht Rogue Wave on 21st December.



Stop Press

Kevin just sent this letter typed from his boat as I was writing the above. (ed).

Hello sailors!

I hope you had a Merry Christmas and Happy New Year. My best mate 'Ray' is on the helm of Roaring Forty churning out the miles as I complete my admin. 'Ray' is my Raymarine autopilot and 'Eric' my French NKE Gyropilot.

After years of prep, what a shocker of a start to my Global Solo Challenge campaign. Definitely did not see a lot of what happened coming.

Just to recap if you are new to my GSC campaign:

April - go to Spain to find jobs not completed by yard, so miss Azores and Back Race;

July - boatyard jobs almost done, but now I'm out of Non-Visa Schengen days (90/180 rolling period - no auto reset like visa runs in Thailand);

July - apply for extension and rejected on no specific grounds; A week later pickup boat and sail to Falmouth UK as only available spot to take my 3m draft and its summer; try and refit in a Marina without facilities with a boat full of gear; new Zoom Sails mainsail, J2.5 and Storm Jib; Install structural furler and headstay at dock; order lots of stuff for delivery to Spain as soon as I can return;

Sept - Complete 2000nm Falmouth around Fastnet Rock, to France, down toward Spain, out into Atlantic and back to Falmouth; that's 5 Bay of Biscay crossings racked up; endure nearly 3 weeks of solid rain in Falmouth moving gear inside the boat to keep dry; Load freeze dried food and install watermaker;

Oct - Two weeks weather window closed across Biscay (8m 50knots) so lost two weeks refit in Spain; 25 Oct arrive Spain after I take a tumble sideways down companionway and injure my back in 5m seas 40 knots in Biscay; Miss my 28 Oct start due to back injury and outstanding jobs as parts sent to Spain. 23 Oct - Three weeks later, my back is 100% and start my GSC

Phew! No wonder I'm knackered!

So I'm off sailing. Awesome. But then we had to deal with unseasonal calms...lots of them. No matter what grib routing solution I put into my software, I would get 6 different routes, some hundreds of miles apart, such were the size of the calms. I called one the size of Texas and another the Pond of Tranquillity! I spent an additional 10 days to navigate through that horrible weather.

Not one Portuguese Trade Wind, not one!! The Doldrums threw up squall after squall. Thankfully my Doppler Radar could spot them at 10nm. However the first squall I didn't see coming and now my Code 0 is no more.

I'm now at 7deg south after bashing into SE trades at 15-18 knots. After a couple days I'm now clear of the westerly flowing current, so I cracked sheets and polling speeds of 8-10 knots south.

I believe I am now the last skipper standing and no further departures are planned. I understand that two of the three bigger boats could not get funding and the other Aussie who lives in Switzerland, was having canting keel issues. I'll try to overtake someone who pulls into port, just so I'm not last.

For those with PredictWind, you can load Roaring Forty in the GPS Tracker tool and see my blogs I post. Daz is also copying the PredictWind posts to my Aviator Ocean Racing, Roaring Forty Facebook page.

The GSC webpage has a link to the Yellowbrick Tracker and my Skippers Blog. You can also send me messages, questions using the Proforma at the end of my profile page.

Back to it .

Kev. roaringfortysolo@predictmail.com

Seagull droppings

My friends, I have not received any droppings from you lately but one competitor (a rival) has pointed out that the biggest Boo Boo. Of the year was mine. So here goes.

On Saturday 16th December, Yulunga sailed or rather limped (still running-in the new propeller shaft) to the start line, arriving only minutes before the 4 minute pre-start cut off.

On the way I over-heard radio messages from the starter talking to other boats to the effect that the course was "W" and number two.

I assumed that the 2 was to indicate the division 2 course sheet, so I quickly scanned the list for a "W". There it was. So I set off upwind for the Narrows light towards the Garden Island Mark.

However, the "W" I saw, was in the wind column, not the flag column! ie. It was the wrong "W".

The starters must have been amazed to see a yacht line up and cross the start line on time but from the wrong direction, then head in the opposite direction to the other boats.

Well how was I to know that it was the W2 course for the Wednesday races on a Saturday!!!

The Seagull at least, had a good laugh!



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