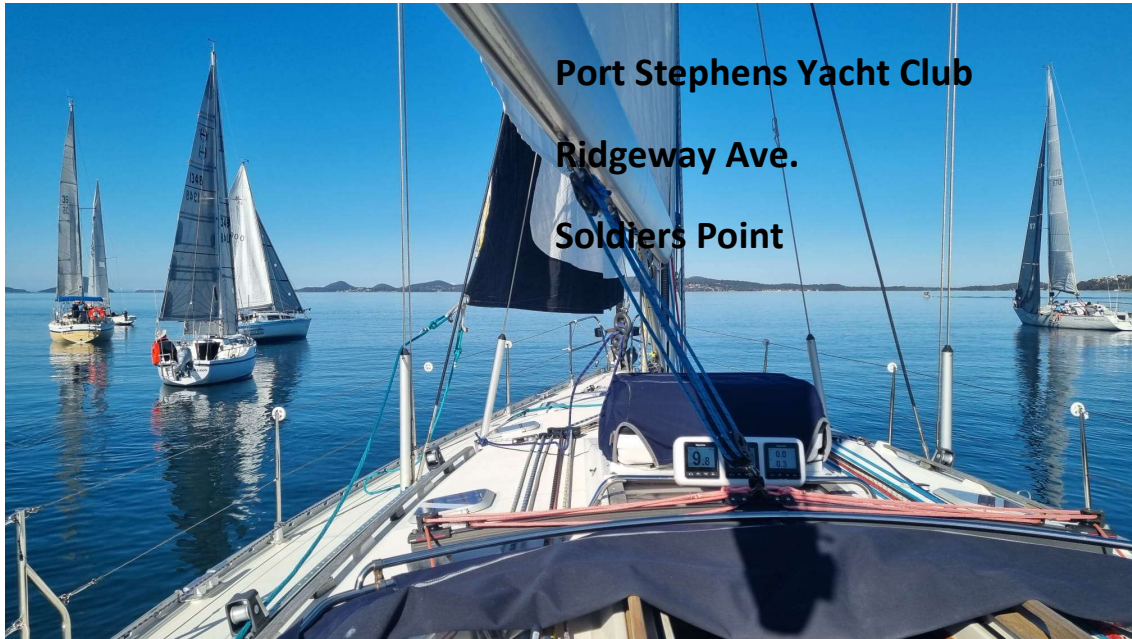


# The Bilge March – April 2024



ABOVE:How it used to be. The Winter Drift.

## Bill Haskell a life well lived.



**Pictured are Bill and Gaven Wormsley wisely discussing how to run the Yacht Club.**

Bill Haskell died early in February and his Celebration of Life was hosted at the Port Stephens Yacht Club on 29<sup>th</sup> February 2024. An attendance of family members and friends heard the overview of how Bill lived his life in Australia, New Zealand and various parts of South East Asia and the Pacific

Amongst the many who attended were members of Bill's family from New Zealand, Tasmania, Bathurst, and friends from Sydney, Queensland, the Hunter Valley and members of the Volunteer Marine Rescue and many PSYC members

## **So who was Donald George William Haskell? (Notes from John Krey and the family).**

Hemingway once said, *"Every man's life ends the same way. It's only the details of how he lived and how he died that distinguishes one man from another"*.

Let's look at the details of how he lived and died.

Bill was born in Taradale a small town in New Zealand. His Dad, known as 'Doc' Haskell raised Bill and his four brothers. Bill grew up in New Zealand, but most of his life was spent in other parts of the world, mostly in Australia.

In his 30s after some overseas travel, Bill returned to NZ and married Carol Bonica (the love of his life) and then came to Australia. That marriage produced a son Lee Haskell who is a float plane pilot in Tasmania. In marrying Carol, Bill also became step father to Carol's two children from her first marriage, Tanya and Nino.

Bill was to become a grandfather with Lee and his wife expecting their first child.

**Where did Bill live?** Bill in his early days moved around quite a bit living in New Zealand, Tonga, Cambodia, Indonesia and Australia. Bill and Carol initially lived in Frenchs Forest, Sydney then moved to Bilgola and then finally to Bill's current house at Soldiers Point.

**The Sea Scouts and Sailing.** Bill at age 11 joined the Westshore Sea Scouts in Napier NZ following in the footsteps of his three brothers where they learned to sail, boat handling, knots etc. As a natural progression, most Sea Scouts joined the Napier Sailing Club. Bill had always been a very keen sailor having built the Olympic two man Flying Dutchman with his dad and raced it with Napier Sailing Club.

In winter, the yachties stayed together by playing indoor basket ball and in this sport Bill excelled.

Moving to Sydney, Bill sailed a Farr 6000 trailer sailer which he and Carol mostly sailed up on Myall Lakes. Moving up to a Northshore 27 Jabberwocky which he raced out of the Royal Motor Yacht Club. From there he moved up to a Cavalier 39.5.

Bill also Windsurfed with his wife and friends on the Myall Lakes. In Tonga when he lived there, Bill sailed Lasers.

In Sydney, Bill raced twilights out of the Royal Motor Yacht Club at Broken Bay and also the Royal Prince Alfred Yacht Club. In partnership with a friend, he bought a 27 foot Bonbridge for racing. Bill sailed her up here to Port Stephens when the family moved there.

Bill consequently joined the Port Stephens Yacht Club. He was elected Commodore, from 2012 to 2019 and was awarded life Membership.

As Commodore, he oversaw the hosting of the Aussie Pacific Rim regatta, after competing in the PSYC team, in Bellingham Washinton.US in 2018. He was also often a supporter of junior sailing on Sunday mornings at the dinghy club.

Bill regularly raced on Wednesdays and Saturdays with the Port Stephens Yacht Club and latterly had joined the team in the starting caravan.

**The Volunteer Marine rescue.** Bill also joined the Volunteer Marine Rescue in Port Stephens and for years serviced their motor fleet. He also stood radio watch regularly. Shortly before he died he was awarded life membership VMR, which of course must be the shortest life membership ever. A VMR service medal was presented to Bill's son at the Celebration.

**Bill's working career.** Bill served as apprenticeship as a diesel mechanic at the Ministry of Works in Napier. He joined the Snowy Mountains Engineering Corporation, and travelled to and lived in Cambodia, and other places as part of Australian aid abroad.

Bill was most resourceful and when he arrived in Cambodia after the Cambodians requested replacement equipment because most had broken down, Bill was able to get 80% of the large earthmoving fleet going again by simply bastardising one machine to another. Obviously something Bill excelled! Bill finished his working life with Hewlett Packard, which was absorbed into Komatsu, finishing his working life at Tomago, Port Stephens.

**Health.** Bill enjoyed good health and an active life. That was until Christmas before last; Bill, carrying a suitcase, fell down the stairs at his son's house in Tasmania. That started a long and difficult period for Bill up until the time he died.

During his long periods in hospital, Bill was very appreciative of the support that the Port Stephens Yacht Club gave him during this difficult period.

**His final days.** Bill died from a heart attack at his home having lead a very full and active sailing life. First things First! Rest in peace; Bill Haskell, you will be missed.



Pictured: Bushy and Bill and a Beer.

## Madame Starter Retires.



Heather Atkins, Club Starter extraordinaire chose Saturday 30<sup>th</sup> April to retire from duty in the starting caravan at Soldiers Point each Saturday. It was her birthday.

There were many arguments about finishing times etc, along the way, but Heather usually won them, but nobody argued that there was not a member present who could have taken her place as she had seen it all over her twenty-two years of service. Additionally, she assisted at several Sail Port Stephens Regattas. She can now go back to the golf course which she also loves and is pretty good at it I am assured.

Back at the clubhouse after sailing she received flowers and some bubbly to take home amid a rendition of Happy Birthday and three hearty cheers. I don't think we have seen the last of her however. Ed.

# The Max and Edna Berman Trophy

let us call it the Founder's Trophy in recognition of the effort Max and Edna put into establishing the Club and keeping it running for over twenty years. Below is the deed of Gift written by Past Commodore Peter Chappelow. When memories started to fade in 2004, he contacted The Berman's daughter and brought the history and meaning of the Trophy up to date. It is now in the Trophy Cabinet for us all to refer to.

## The Max and Edna Berman Memorial Trophy

### Gift of Deed

Max and Edna Berman initiated a meeting to form the Soldiers Point Yacht Club at their East Maitland home on 31 March 1972, inviting 11 founding members to join them in building a clubhouse. Max was a local builder and elected the Squadron's first Commodore. He did much of the ground work in obtaining a land lease, NSW Government grant and development approval for the clubhouse building. He was a charismatic and dynamic character who lived life to the full.

The Club's name was subsequently changed to Port Stephens Yacht Club but the business name had already been registered, so it became "Squadron" until 2003, when with a further name change to Port Stephens Yacht Club it regained its identity as the home of yachting on Port Stephens. Max and Edna would have been pleased.

Edna was a long-term editor of the Squadron magazine "Quadrant" and was well known for forceful editorial comment, usually ending with a comment that, if readers did not like her style, "feel free to take over". Her tactic did not work and she continued to produce Quadrant for about 15 years on an old Gestetner machine in her lounge room. She was an extremely active and able lady, who was still adventuring (scuba diving trips to Vanuatu in her mid-80s).

Edna passed away in 1996 and instructed her daughter to provide a sum of \$1500 to the Squadron, the interest from which was to be used to fund prizes for an annual sailing event. Founding member, Henry Bremberger, made a beautiful wooden perpetual trophy and presented it to the Squadron for posterity.

The criteria for the Max and Edna Berman Trophy was developed around an event which they would have approved of, as follows:

- While the event was to be a race, it was to be family oriented and preferably, a non-spinnaker social day. In accordance with custom, all entrants were to raft up at Fame Cove after the event to continue festivities to celebrate the sport of sailing.
- Prizes were to be awarded for first, second and third placings, with the winner's name to be inscribed on the perpetual trophy.
- The event was to be run on the day following the AGM, after the Commodore's sail-past. Failing this, it would be run on the first day of the new summer sailing season.
- The original principal of \$1500 was to be held in trust and not be reduced.

Signed: Peter Chappelow, Commodore 18 June 2004

# The Berman Memorial Trophy

The race was run on Easter Monday 1st of April 2024 to Shoal Bay and return, keeping South of all channel markers.

The initial weather forecast was for Strong winds and 40 percent rain until 5pm. Fortunately the weather cleared and the nine brave crews who set sail were treated to a perfect fresh Easterly wind. Most yachts polled out their jibs on the way back from Shoal Bay. (The event being a non-spinnaker contest).

Line honours went to the Etchell," Friends". Handicap placings were First, "Yulunga", second "Rythym" and third "Aja".



The place getters each received a prize as per the deed of Gift above and Vice Commodore Richard Kerr officiated the presentation and read out the wording of the Deed.

**Pictured are John Grainger receiving the trophy from VC Richard Kerr and above his yacht Yulunga.**

John said it was a challenging race, Yulunga was tacked twelve times during the race to sail along the channel to reach Shoal Bay.

## Kay Barnes and Peter Collins Trophy Teams Event.



**Pictured are six of the nine yachts entered in the Kay Barnes and Peter Collins' Teams Event.**

Unfortunately only nine yachts participated in this annual event which consisted of three teams of three, The event was run over two races, the first being a stern-chaser followed by a normal point score, race 2.



Lack of wind initially two yachts failed to complete the first race before the cut off time of 30 minutes behind the first-place getter. Then to make matters worse, one of the boats in the remaining unaffected team, ran aground and was relegated last placing. All part of participating as a team.

The winning team in the end was the Blue team of Chilli 11, Shere Khan, and Subzero with 27 pts from the Purple team, She's the One, Exalte, and Boot n Scoot with 28 pts and third was Green team Una Vita, Elusive, and Adios with 36 points. Boot n Scoot won both races but their team missed second by one placing.

## Kevin Le Poidevin retires half way around the World in his bid to circumnavigate in the Global Solo Challenge Yacht Race



Pictured is Kevin Le Poidevin on his yacht "Roaring 40"

Many of you have been following our club member Kevin Le Poidevin in his quest to circle the world solo and unassisted via the three Capes. Everyday there seemed to be an interesting incident. All this was possible by tracking the progress of all the yachts and direct internet links; even when the boats enter near the ice zone far South in the Southern Ocean.

Kevin was had a series of bad luck. This started even before the start when he encountered wild weather in the notorious Bay of Biscay heading for the start at A Coruna in Spain. He fell from the companionway and injured his back. That, and the time to repair damage received, meant he set off last; three weeks after his scheduled start. If this was not enough, he encountered unusual calms punctuated with squalls on the way South to the equator and into the doldrum area itself. It was there a sudden unpredicted squall destroyed his biggest headsail (a Code Zero used in light winds).

Pressing on, Kevin was amazed to find yet another storm tore away a new sail bag containing a new spinnaker and snuffer cover from the foredeck.

It was the week of his and wife Narrelle's Fortieth Wedding Anniversary. Kevin had not even reached into the Roaring Forties of the Southern Ocean. That far south, powerful weather systems abound. Even with three reefs in the sail, Kevin had a third reef clutch explode and let go. Kevin quickly hauled in the fourth reef averting further damage.

While this was happening several yachts ahead were experiencing worse mishaps. Often this was because of damaged or faulty autohelms. Kev had his own moment with "Ray" the autohelm but Ray Marine were able to help him repair the electronic link with sat phone instructions. But it did not last.

Of the initial 16th starters three of the skippers had retired early. Juan Merediz on Sorolla a week after departure due to autopilot issues, Dafydd Hughes on Bendigedig headed for Hobart because of autopilot issues and retired. (In an old S&S 34, he was leading the fleet and made Hobart in 100 days).

Ari Kansakoski was dismasted on the 21 December and after an epic 25 day, 1200 mile journey under jury rig, he reached Durban in South Africa. (The epic story of Ari managing to sail from 45 degrees South back to Durban in South Africa by rigging a small mast from the wrecked one and obtaining fuel from two different ships he encountered, is simply amazing reading too!)

Two other participants had their autohelms repaired at Cape Town, South Africa: Another managed to get to Stewart Island NZ, to clear a rope from the propeller and other repairs, yet another is at Port Lincoln Aus. with a broken starboard rudder, a failed motor and damaged mainsail track. Further South and ahead, Francis Gouin on Unicancer was the furthest from land in the deep South on 28<sup>th</sup> January when he suffered a knock down smashing a window and having to remove ankle deep water from the yacht but has managed to continue on to round Cape Horn.

Louis Robein on Soufflet de la Mer 111, faced a difficult challenge. Due to issues with his hydrogenerators he lost all power on board. He skilfully alternated days of hand-steering to nights heaving-to and finally reached Tasmania safely and without any outside assistance, sailing up the river Derwent. He was able to continue after repairs.

At the time, the eventual winner Philippe Delamare from France, was clear ahead and already round the Horn and headed along the Argentina Coast, (Where he was becalmed) while the youngest and only female competitor, the diminutive Cole Brauer, (5ft 2in) rounded the storm ridden Cape Horn in second place in her lighter faster boat, becoming the first female American Sailor to circumnavigate the globe single handed via the three Capes.

The larger boats at the rear were catching up with each-other and were soon vying for the third placing as they got to the Atlantic, but there they were to meet with more storms.

David Linger on Koloa Maoli suffered a knock down when rounding the Horn and scrambled around and along Beagle Passage, (just around the Horn), for repairs to a broken boom before continuing the race.

On 10<sup>th</sup> February our Kevin Lepoidevin finally passed Cape Leeuwen WA, albeit 46 degrees south just outside the ice zone. Already six yachts ahead had rounded the Horn and another was due in two days. Two had stopped in Hobart and another headed for Stuart Is. NZ for repairs only to change course for Auckland hospital after passing a kidney stone.

Two days later, American, Ronnie Simpson in his 50ft Shipyard Brewing already around Cape Horn; was sailing fast in third place in the mid-Atlantic some 1200 nm East of Buenos Airies when a monster wave



picked up his 50ft yacht, dumping it into a trough in the middle of the night; smashing the mast and rig just as a huge storm was approaching. He had not enough fuel to motor away and was rescued by a commercial ship after scuttling the Yacht.

**THEN!!** On February 14th at 02:50 UTC disaster struck on board Phoenix. The Canadian skipper William MacBrien had activated his Emergency Position Locator Beacon (EPIRB). He was in distress over 1300 nautical miles west of

Cape Horn and over 3000 miles from New Zealand. William had sailed past Point Nemo (the most remote point on earth) just a few days before. He was closer to Antarctica than to South America.

Out of reach of helicopters. The closest ship was over 400 miles away. It took 46 hours of waiting in 7 degree temperatures in a flooded hull before rescue. He had run out of fuel and total power trying to stem the water, even using a bucket. Finally, all communications were lost. A ship arrived just in time. (It was then he dropped his phone!!) From the ship he was able to email that he had been holed by a floating object.

**Last around the Horn:** Louis Robein on Le Souffle de la Mer was last, but has been hand steering to slowly round Cape Horn as the auto helm has failed. He has been sailing without autohelm for many days and was so exhausted after rounding the Cape, in seeking shelter, he misjudged the entrance to the Beagle Passage and ran aground in the next bay. A rescue boat has towed him up the Beagle Passage to Usualia where he will rest and hope to continue after repairs to his yacht.

Meanwhile Kevin Le Poidevin had organised repair parts etc for a quick stop at Hobart: but due to lack of time to reach Cape Horn, he has decided to retire home with the yacht. No doubt the loss of two yachts ahead of him has weighed on his mind.

Kevin intends now to focus on the Double-Handed Rolex Sydney Hobart Race starting 26 December, followed by the double handed Melbourne to Osaka Yacht Race in Mar 2025. We wish him better luck.

Rosco Mac Donald and Peta Oliver visited Kevin with daughter Caitlin in Hobart last week. They are seen here with Kevin on his yacht Roaring 40.



## Diesel Mechanic course at PSYC.

The Club was the venue for the She Can Fix It diesel engine maintenance course delivered by Lily Barlow. The day was a prelude to the annual Women Who Sail Australia Gathering on the Bay



# PSYC Member Rides Bike, Singapore to Europe.

Vicki Haines intends to ride through 35 countries on her 500cc Motorbike in her quest to raise money for the local Yacaaba Centre. She says the centre has saved her life when she was grieving following the deaths of her parents and she wants to give back so that others can benefit from the help she received when she most needed it. "When you are in such a state as I, you need assistance in your local area. It took me a long time to seek the help I needed because I could not bring myself to seek help as far as Newcastle". She said.

## **Determination can conquer any challenge.**

"This journey is about more than just miles on the road," says Vicki. "It's about shining a light on grief and showing support for those who may be struggling. The Yacaaba Centre plays a crucial role in our community, and I'm honoured to contribute to their cause."

The route Vicki will be taking is nothing short of epic, spanning diverse landscapes and cultures. From the bustling streets in China to the historic cities of Europe, Vicki's journey promises to be an unforgettable adventure.

Louise Simpson, Manager of the Yacaaba Centre says. "We are incredibly grateful for Vicki's dedication and commitment to supporting the Yacaaba Centre. Her journey will not only raise funds but also spark important conversations about grief and mental health awareness. We wish her safe travels and look forward to following her journey every step of the way."

Vicki's journey will be documented through social media channels, allowing supporters to track her progress and contribute to the cause.

**If** you sailors don't think that Vicki will achieve her ambitious goal, remember she regularly sails with Dfa Ramsey on Thief of Time!!

If you would like to support Vicki to raise money during her ride here is the link.

<https://www.givenow.com.au/cr/mijoy2024vickihaines?fbclid=IwAR2-O9tCnNcbhIEq7oYqCySRvmmc-zMnDhr1kA6FcjPzpQscgSqwhxFkt7A>



Donations can be made directly to through her channels or the Yacaaba Centre website, with all proceeds going towards providing essential mental health services.

# IBIS THE WOODEN WORK BOAT-A lumpy VOYAGE TO HOBART

BY John Grainger



Most people go to the Hobart Wooden Boat Festival from the mainland by plane, a few by boat, fewer by wooden boat and hardly any by vintage work-boat. I went on the latter.

Ibis is something like a tug boat, built for pulling barges during the war, just a little younger than her present owners, Dr. Richard Ham and his wife Barbara.

Richard is an old hand when it comes to Bass Strait, having cruised Bass Strait aged 14, on a ketch owned

by an old tar, named "Spudo". Later Richard sailed his own ketch in the first West-Coaster race. It must have been quite an adventure as at that time the West Coast of Tasmania was poorly charted and the weather was some-what gale force. Richard explains that some of the crew took 40 years to pluck up the courage to try again. Anyhow, Richard abandoned the race to go to the aid of a yacht needing medical care.

My journey started at the Yaringa marina In Westernport Bay, where Ibis took on extra fuel and we headed for San Remo. Soon after, we came across a stranded yacht being unsuccessfully pulled by a large speed boat. Richard nosed Ibis to the mud bank, threw them a line and carefully idled backwards. With a smile and a wave, we move on. We thought afterwards, it was a good job we did not pull the bow fittings out of the yacht!

That was my first lesson in seamanship, and many were to follow in the following weeks.

From San Remo we sailed towards Wilson's Promontory Lighthouse, through a sheltered "Fisherman's" passage in the rocks of the Answer Is. group. We shaved past the granite rocks, then turned North to a great nights anchorage at Refuge Cove. (Don't try it without a local aboard).

Deal Island is SW of Refuge. The wind was ten knots and weather fine, except for a massive high fog which only cleared as we got to Deal Island. I could then see first-hand why the loftiest light house in Australia was rendered useless on foggy nights; common in these waters. It is now replaced .with automatic lights set around and lower.

That night saw the end of the fog, but not the wind. Being influenced by the cyclonic conditions coming south from Queensland, we were dogged by 30-40 knot winds and wind direction changes every six hours. Richard shifted anchorage from Deal Is. to Erith Is. just across Murray Pass.

"I don't like the weather forecast or the holding here near the jetty". Said Richard. "We will move over to Erith and anchor in sand on the left hand side."

Next day we went ashore to an old hut. Inside pinned to the wall was a story with a picture of a Tasmanian yacht aground. A note warning not to anchor where they did, on the right hand side of the cove. From the hill above the hut, Richard pointed out the sea state across the western end of Murray Pass where waves whipped up sharply against the current. "Always enter from the other direction in a blow." Richard advised.

We set off down the Western coast of Flinders Island bound for Badger Is.; but as the wind built and swung east, the anchorage there was untenable. Fortunately, the Ham's remembered from forty years before, a safe anchorage between the tiny Long Is. and the north shore of Cape Barren Island. Our enforced anchorage was well placed from which to cross the sometimes treacherous Banks Strait between Clarke Is. and the North Eastern tip of Tasmania. We made that our anchorage for the next three days while the gusting winds boxed the compass. "Once the anchor is dug in, we stay put." Is Richard's maxim.

While Richard used the VHF radio to advise yachts travelling behind us of the safe shelter, I went ashore with Mrs Ham to get supplies from the friendly Cape Barron Islanders at their Cooperative store. The next day we swam at the beach, noting how much warmer the water was compared to Deal Is. We waded through the deep mat of sea grass on the bottom. It is these weed or kelp beds that make anchoring in Tasmanian waters so difficult.

Richard waited for the tide to ebb to the East, before striking a course West towards St. Helens.

"Never underestimate Banks Strait." Cautioned Richard. "With wind against tide conditions on the edge of Bass Strait, you get sharp dangerous seas."

We made use of Ibis's well-built Pilot House with its clear spinning windscreens as she headed across the Strait, occasionally taking two metre waves over the bow. By four in the afternoon Richard radioed authorities at St. Helens for guidance through the bar.

"You can't come in here, the bar is dangerous, there are boats in here that are trapped, they cannot get out." Said the radio. (A week later, a small yacht foundered on the bar.)

So it was dark as we entered the Bicheno harbour, the large swells were still with us. With difficulty we anchored close to moored trawlers. The depth sounder registered 50 feet! We let out all our chain and spent an uncomfortable night. Next morning, Steve discovered a joining link (of **lesser** diameter) in the new anchor chain. Richard was not pleased.

All was rewarded next morning when we tied up to the Gulch wharf and our purchased supplies were brought down by the friendly, helpful; IGA Store lady. (Another lesson, this time from Mrs Ham – A friendly smile will get you out of most situations, or even get you a lift back from the supermarket)

Moderating weather enabled us to motor to Wineglass Bay for the following two nights. Even there, the swells followed in as the winds moved East again and other yachts crowded the sheltered corner. It was the Australia Day holidays and hikers were aplenty along the beautiful curving sands.

From Wineglass Bay it is a short run through Shouten Passage then on to the delightful but perhaps dying town (now that the wood-chip mill has closed) of Tribunna. The fishing marina is delightful and importantly, it's across the road to the hotel, butcher, baker and supermarket. It was here Richard had the anchor chain welded. The welded link was then covered with hot solder, a galvanising trick I won't forget. Another lesson; carefully check your new chain purchase for errors. Loose joining links are not on!!

After a feed of Flathead, we passed Maria Island heading for the Dennison Canal. Locals know this shortcut into Hobart Waters, however confusion reigned regarding the safety and depth of the bar entrance and in particular which side of the first red (Port hand) marker the deepest water was. Cruising guides offer conflicting instructions in this regard. We should not have worried, throw away the guide and just obey the Navigation rules. Given clear light and a rising tide, everything is sweet. Although it did help to slow down and let an obliging catamaran go ahead.

The canal bridge-man is easily contacted by telephone or VHF radio, and we were pleased to add a can or two to his "Funds" bucket as we surged past.

The adjoining township area of Dunelly was ravished by the bush fire the week before our visit. The blackened ruins of the entire township lay flattened down to the waters-edge Tourists at Port Arthur were trapped. The Canal man said he was lucky: he still had a house!

Now safely into sheltered waters it was only a matter of passing the Iron Pot lighthouse, turn up the D'Entrecasteau Channel, passing Bruny Island to port and into the beautiful new marina at Kettering. Then it was clean and polish for the fabulous, friendly, Hobart Boat Festival three days later. On the way along the D'Entrecasteau Channel we passed a strange mysterious ancient looking black wooden ship with black sails. (The mystery is revealed in the next story).

**FOOTNOTE:** IBIS is one of many work boats commissioned during the war and was one of three similarly refurbished in the 1970's. Several elderly shipwrights at the Boat Show, recognised Ibis as the boat they helped build to earn their shipwright apprenticeship.

# The Pirates of Port Stephens.

**Pictured: "Notorious". A replica fifteen century Caravel off Duchies Beach, Port Stephens.**

**One man's creation.** A carpenter and cabinet maker, Graeme Wand, built the "Pirate ship" NOTORIOUS at Port Fairy, Victoria.

Being a sailor with a keen interest in the old sailing vessel The Mahogany Ship which was wrecked on the nearby coast at Warrnambool and after two years research, Graeme decided on building a Portuguese Caravel.



Graeme had been collecting a source of timber logs from Cyprus trees planted on farms years ago, so why not build a replica wooden sailing ship! It took ten years to build and design this extraordinary ship from ancient sketches and paintings and he did it alone. Graeme added twelve tons of bluestone ballast and 170 Hp Detroit diesel motor fitted so the sails are not always used. Sailed by his wife and himself, the "Notorious" plies up and down the East Australian Coast calling in at Ports and often inviting school Children to visit and receive a history lesson.

The Caravelle is attributed to the Portuguese nation being in the forefront of early exploration. It's design and rigging were influenced by the Egyptian Dhow with it's lateen sails. Being faster than the Spanish square-rigged Galleons and possessing an ability to sail closer to the wind, the Portuguese could explore further down the coast of Africa past the Canaries. Eventually the Portuguese chartered the entire Western African coast then proceeded around the Cape of Good Hope and finally East to India, thus opening up the spice trade which hither-to had been entirely by camel trains on the long journey overland.

**The above is just an overview:** For more interest, Google the "Notorious Ship" and then "Henry the Navigator", fascinating stuff my friends. John Grainger (Ed.)



# Age is no barrier to our oldest member.



Pictured is Neighbours Hood, the 23 ft Hood yacht sailed and owned by Gordon Dyer and Martyn Jeggo.

On Wednesday 27<sup>th</sup> March, Gordon turned 90, making him the oldest sailing member of our club: but there's more. He won the Division 2 race on his birthday!!

## Wind Farm Proposal the Presentation

On Tuesday 27<sup>th</sup> Feb Mr Bill Tallbot provide an update on the proposed offshore wind farm project to our club members. Unfortunately the meeting was disrupted during question time as a group of protesters came early and occupied the front seats and did not allow for free discussion. The presentation was an information opportunity. PSYC does not have a position nor endorse or otherwise the project.

## Commodore's Report

Hello all, it's been a couple of months since the last update and as always a lot has happened since then. Plenty of interesting weather and sailing, plus we have introduced a new EFPOS to help manage the bar and most importantly to help our volunteers serving and with managing stock and ordering. Thanks go to Andy for investigating and sourcing the new system.

We are on the eve of Sail Port Stephens and luckily week of 8 April with rain and gales! Good luck to competing in the Commodores Cup events. I note boats have been recently slipped in preparation regatta. Good luck to our boats in the Pantaneus and individual efforts.

On the loss side our trusty starter Heather has along with Judy (and Steve) who are deserting us providing a great opportunity for some willing members to learn the fun of working out courses, managing the starts and record results and breaking the news afterwards. Let Richard (Vice Commodore) know if you have even a little interest in this key role.



it was not the the 8+ boats a number of for the Teams event

retired and to Spain is



Coming up, we have Clive looking after framing burgees as part of the dressing up downstairs, our television downstairs scrolling boat pictures. We need to update the pictures, so send your favourite boat pictures to Cherylle (Secretary) to be added to the slide show.

Pete (Director 2) has been busy organising as seen with our recent social events with more planned. Stay tuned for more up and coming events. **Any anti-foul recommendations? (see pic left).**

Our recent Strategic Planning workshop was a success with some focus for the Board coming through. As always, we are a volunteer driven club and appreciate the time and effort our members put into making our club a great place to be a part of. Every bit is appreciated, let the Board know if you are able to be a part of the team in any capacity.

I look forward to an exciting year of clubhouse development through our Rear Commodore and more great sailing through our Vice Commodore. And remember we have the best sunsets.

Thanks to all. Rick Pacey



## Vice Commodore's Report.

There have been a variety of on water activities for our club since the last Bilge was published including the start of the Autumn point-score series, offshore/inshore races and two special events to commemorate past members: the Kay Barnes and Peter Collins Teams event and the Max and Edna Berman trophy race. Weather has been a contributing factor in some of these events and participant numbers were down on expectation for this year, however, those who were able to participate have enjoyed some wonderful sailing, and sometimes very challenging, sailing conditions.

At the time of writing, we are close to the start of the Sail Port Stephens event which this year has 3 different series held in consecutive weeks here in the Bay: The "Passage Series" featuring cruiser/racers in several divisions for the Commodore's Cup (PHS) and Port Stephens Trophy (ORC) from 15<sup>th</sup>-20<sup>th</sup> April, the "Windward-Leeward Series" which is part of the NSW Yachting Championship 26<sup>th</sup>-28<sup>th</sup> April and the "Bay Series" featuring sports and off-the-beach boats 3-5<sup>th</sup> May. All this is preceded by Newcastle SailFest. These activities bring focus to our region not just for the competitors but their families and support crew and gives us an opportunity to promote our sport and club both locally and further afield. As in previous years, we wish our club representatives the best of winds in their events.

Meanwhile, as our 'warm weather' season winds down we have completed the Offshore/Inshore series (dictated by the end of Daylight Saving) and we look forward to our Sprint series races, the conclusion of the Autumn Pointscore and the final Commodore's Trophy race to finish off the season.

Dates for our next 'Sailors Townhall Meeting' (formerly 'skipper's meeting') are TBA but there is a long list of suggestions and ideas for improvement and change from members already on file to consider.

Happy sailing Richard Kerr

## Rear Commodore's Report

Negotiations with the Port Stephens Shire Council are still ongoing. We are still working on getting a certificate 50 for the bathroom renovations. There have also had an issue with a couple of the fridges upstairs and the cool room has had the refrigeration equipment decommissioned.

## Director 2 -Peter Saxon Williams.

### **Social event: Please support it, we may have more.**

The social BBQ will recommence this Friday 19th April at 1700 hrs and hopefully the 3rd Friday of every month. Bring your own meat, cutlery and plate plus a share dish. BAR will be open + music provided.

### **Call for Bar Volunteers - Cheryle Stone**

There is a shortage of Bar volunteers. Can you spare a few hours to provide your fellow members with after-race bevies? We really need your help.

In order to serve alcohol you are required to have a current Responsible Service of Alcohol certificate. You have the option of completing the course online via a number of Registered Training Organisations at a cost of around \$160.

Alternatively you can enrol at the Tomaree Community College, Nelson Bay, for a face-to-face one day course which will be at no cost to you. Current available date is 12 April. Contact the College on 49841011 or [admin@tomaree.nsw.edu.au](mailto:admin@tomaree.nsw.edu.au) or visit the campus office at 17 Government Rd, Nelson Bay 2315. Check out the College website for further information [tomareecc.nsw.edu.au](http://tomareecc.nsw.edu.au).

These days you need a Unique Student Identifier Number. If you don't already have one, I recommend you front up to the College and complete your application in person.

**Better still folks. Come down to the club and have a word with the bar staff in person. Ed.**

# Seagull Droppings



Adios on the slip ready for  
Sail Port Stephens.

*(Who put the yellow in the blue antifoul?)*

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