

Port Stephens



Yacht Club

THE

BILGE

NEWS & EVENTS FROM THE PORT STEPHENS YACHT CLUB

JULY - AUGUST 2025

SOCIAL &
COMPETITIVE
SAILING

in a pristine environment

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*Image: Chilli II - Our Club's only racing trimaran. Courtesy of Mariana Zacharias Marques.
Cover Image: Elusive floating along on a Saturday glass out.*

COMMODORE'S NEWSLETTER UPDATE

Dear Members,

I am pleased to present an overview of our recent activities and future plans as we continue to strengthen our club community. Our top 2 priorities continue to be our bathroom upgrade project which is now nearing completion and a proactive approach to increasing our membership. A huge effort is being expended to grow our visibility through media and our Open Day Sail Past and Marine Services Expo aiming to broaden our membership base. See below for more on these and other important initiatives underway.

Our clubhouse refurbishment project is progressing rapidly, underscoring our dedication to maintaining a modern and welcoming space for all members. Amazing thanks to all that contributed to the painting effort which has contributed to a nearly \$20K saving to the club.

We have enhanced our website and updated our social media platforms. While final adjustments are ongoing, we are proud of these improvements and invite all members to explore the newly refreshed digital resources. The club has joined the local Small Business Council, aiming to broaden our outreach and further promote club activities within the region.

Please save the date for our Open Day on October 4th. Planning is well underway, and the event has been widely promoted. We look forward to hosting a variety of marine services and local businesses, including Volunteer Marine Rescue, Zhik, Dalbora Marinas, BOAB Boats, Sailtime, Mobile Marine, BCJ Covers, Pirate Coffee, VMR Food Van, Bay Boat Sales, and others. Additionally, we are working to involve marine BBQs, Newcastle Yacht Rigging & Sails, Port Stephens Business Council, and Restaurant 2317 in the festivities.

For detailed updates regarding ongoing mooring issues, please refer to the separate article below. We are proactively representing our club's interests to the Minister and local members, and a Commodore meeting with Kate Washington is being scheduled to discuss the future of yachting in the Hunter Region.

A reminder that the marathon and sprints event will take place on 8–9th November. Members are encouraged to submit their entries to ensure the event's success.

Thank you all for your enthusiasm and outstanding volunteer contributions. We look forward to a season filled with exciting events, camaraderie, and exceptional sailing.

See you on the water,

Rick Pacey

Commodore



Above: Race images from Saturday series

VICE COMMODORE'S UPDATE

Dear Members,

The two winter series for the 2024-25 season have completed and that's a wrap on the 2024-25 season! It was another challenging year weather-wise with even the attempt of a make-up race thwarted.

The first race of the Spring season for 2025-26 was also abandoned with the Winter Westerlies dominating. Fortunately, following that is another year packed with events to look forward to. In addition to a full racing calendar, we are hoping to run some non-competitive events, and to welcoming some new boats and club members to the recently renovated clubhouse.

The big change for the coming season is the return of Division 2. Whether to have one or two divisions has been discussed at length and is a tricky topic to navigate as either option brings with it some compromises. As the length of the race is determined by considering the speed of the slowest boat, the best situation is to have boats of similar speed racing against each other. With a single division, the speed differential between boats, especially in this club, is particularly large. 2 divisions will make this differential smaller but the number of competitors in each fleet is reduced perhaps leading to other issues. Also problematic is allocating boats for the divisions. The highest and lowest handicap boats are easy to place but the group in the middle might fall into either division. Currently the split is based on a handicap of ~ 0.85 so that similar boats race against each other. This will hopefully provide a roughly equal split of boats between the 2 divisions.

This split isn't written in stone so please contact the race committee to discuss your allocation a.s.a.p. if not satisfied. The intent is for D1 to have 3-hour races on Saturday and 2.5-hour races on Wednesday. D2 will be 2.5 and 2 respectively. Also please note that not all race series will have 2 divisions. At this stage it is only the pointscore races and Wednesday afternoon. FYI: The length of races is easily adjusted throughout the year, but the division entrants is more troublesome to change once a series has started.

Happy sailing!

Richard Kerr,

Vice Commodore



REAR COMMODORE'S REPORT

FACILITY REFURBISHMENT PROGRESS AND RECENT DEVELOPMENTS

INTRODUCTION

The purpose of this monthly report is to provide a comprehensive update on the ongoing refurbishment of the club's toilet facilities, as well as to highlight other noteworthy developments within the past month. The Rear Commodore's office remains committed to maintaining and improving the standard of amenities for members and guests alike, ensuring the club remains a welcoming and functional environment.

REFURBISHMENT OF TOILET FACILITIES

Overview

During the past month, significant progress has been made in the refurbishment of the club's toilet facilities. The project, which was initiated to address both aging infrastructure and the need for modernisation, has followed a carefully planned schedule aimed at minimising disruption to club operations.

Painting Works

One of the primary objectives for this phase was the completion of all major painting works. The team is pleased to report that, aside from the entrance doors, all paintwork throughout the toilet facilities has been finished to a high standard. The choice of colours and finishes was made to enhance the aesthetic appeal while ensuring durability in this high-traffic area. The entrance doors remain outstanding, but preparations are in place for their completion in the coming week, as soon as weather and logistical considerations allow.



Tile Work

The installation of new tiles has been a critical component of the refurbishment. High-quality, easy-to-clean tiles were selected both for their practicality and visual appeal. As of this report, the majority of tile work has been completed, with the remaining areas scheduled to be finished within the current week. The tilers have worked efficiently, ensuring precise alignment and proper sealing to prevent issues with moisture or slips in the future.

Electrical Installation

Electrical improvements have also been a central focus. Upgraded lighting fixtures, energy-efficient bulbs, and improved ventilation systems are all part of the revamped facilities. The electrical installation, which has required careful integration with existing systems and coordination with other contractors, is on track to be completed by the end of this week. These updates are expected to make the facilities brighter, safer, and more energy-efficient, thereby reducing long-term operating costs for the club.

Plumbing Progress

The plumbing upgrade has involved replacing outdated pipes, installing water-saving fixtures, and repositioning certain features to optimise space and functionality. The only delay encountered thus far concerns the delivery of two new vanities. These are custom units, chosen for their robustness and compatibility with the overall design scheme. While their arrival has not yet occurred, it is anticipated imminently, allowing the plumbing team to proceed with the final fitting of all fixtures later this week. In the meantime, preparatory work and installation of other elements have continued, ensuring minimal impact on the overall project timeline.

Fitting of Plumbing Fixtures

Fitting of taps, basins, and other essential plumbing fixtures is scheduled for completion as soon as the new vanities are delivered. Once these are in place, the toilets will be fully operational, pending a final inspection for quality assurance. The club is committed to ensuring all plumbing works meet regulatory standards and provide members with reliable, hygienic amenities.

Coordination and Communication

A key aspect of the refurbishment has been effective

REAR COMMODORE'S REPORT CONTINUED...

coordination between contractors, suppliers, and club staff. Regular site meetings and progress reviews have allowed challenges to be addressed promptly, and solutions implemented efficiently. The Rear Commodore's office wishes to thank everyone involved for their teamwork and dedication.

OTHER BUILDING UPDATES

New Signage

In addition to the refurbishments, a new sign has been manufactured and installed on the front (south wall) of the club building, replacing the previous sign that was damaged during a recent bout of foul weather. The new sign was custom-designed to withstand the elements and enhance the club's curb appeal. The replacement not only restores the building's welcoming appearance but also serves as a point of pride for members and visitors. Feedback from the community has been very positive, and the upgraded sign is expected to last for many years.

Weather-Related Repairs

The storm that caused damage to the previous sign also prompted a review of the building's exterior and roof. Inspections revealed no significant structural issues, but minor repairs were conducted as a precautionary measure. Ongoing vigilance is being maintained to ensure the safety and integrity of club facilities, particularly during the more severe weather seasons.

LOOKING FORWARD

Completion of Refurbishment

The club anticipates that all major work on the toilet facilities will be completed within the coming week, barring unforeseen supply delays. This will mark a significant milestone in the club's ongoing commitment to providing top-notch amenities for all members. Upon completion, a thorough walk-through and cleaning will be conducted, followed by an official reopening and inspection.

Member Feedback and Suggestions

The Rear Commodore's office continues to encourage all members to share their feedback, comments, and suggestions regarding the refurbished facilities. Suggestions have already influenced several decisions, including the choice of fixtures and finishes. The club values this input highly, as it ensures that projects are aligned with the needs and preferences of those who use the facilities most.

Plans for Further Improvements

With the successful completion of the current refurbishment, attention will turn to other areas of the club that may benefit from similar updates. An ongoing program of maintenance and improvement is in development, with priority given to projects that enhance safety, accessibility, and member experience.

CONCLUSION

The past month has seen substantial progress in the refurbishment of the club's toilet facilities and the installation of a new, weather-resistant sign. While some minor delays have been encountered, the project remains on schedule, and all major works are expected to conclude shortly. The Rear Commodore extends thanks to all staff, contractors, and members for their patience and cooperation during this period. The club looks forward to unveiling the improved facilities and continuing its tradition of providing a welcoming, high-quality environment for all.

Ken Peachey,

Rear Commodore



Thanks to volunteers Peter Saxon-Williams, Clive Jones, Ken Peachey, Alan Croft, Roger Dunwell, Cherylle Stone, Mike Norvill and Shep Shepard, the new bathrooms are painted and ready to receive cornices, electrical and pc items.

DIRECTOR 1

MEMBERSHIP RENEWAL

It's that time of year again, membership renewal. Well done to all who have signed up so far and a reminder for those who have not, that 31st August is the deadline.

It is common among small clubs that dwindling membership numbers can seriously affect their viability. Our current marketing initiatives are aimed at improving our take up across the board and encouraging wider community involvement in general.

We at PSYC are fortunate to have a group of volunteers exercising diverse skills to ensure the day-to-day stuff gets done and it can get complex and is often a thankless, confrontational, waste of precious time. But still it gets done, through respectful consideration.

Ultimately, it's all about YOUR club and survival for the greater good. The recent Reno's have disrupted race days and inconvenienced things socially, the wet winter has washed out many a race day, but the upcoming events promise to build on the greater use of our facilities. The upgrades hopefully will enable the introduction of a new wave of participants contributing to PSYC.

NEW BOAT

We have a new yacht owner to enter our fleet. We welcome Rachael Wallbank with her Jeanneau Sun Oddysey 350.

Roger Dunwell,

Director



PSYC MONTHLY MARKETING & COMMUNICATION REPORT

MARKETING OVERVIEW

Prepared by Margaux Everett, Volunteer Marketing Manager

Membership at Port Stephens Yacht Club has been in decline for a number of years, and this has been a consistent concern raised by members. August marked an encouraging shift, with new initiatives helping to re-energise activity and engagement across the Club.

In the past month alone, the refreshed website has generated 22 crew enquiries, 5 boat owner/skipper enquiries, and 34 new database sign-ups. On social media, the newly launched Sailing in Port Stephens pages have reached more than 115,000 views across Facebook and Instagram, driving 55 direct crewing enquiries and lifting awareness of sailing in the region.

Community involvement has also grown, with 19 photographers responding to the Club's new photography campaign and posters for both the Open Day and the Zhik Regatta & Sprint Series widely shared.

These results show that, for the first time in many years, PSYC's membership activity is not only holding steady but beginning to grow, reflecting the combined efforts of members, volunteers, and partners.

WEBSITE HIGHLIGHTS

Website refreshed with a focus on membership acquisition and community engagement. New database capture points established for events, sailing opportunities, and crewing.

Current enquiries:

Crew: 22 people

Boat owners/skippers: 5

Database sign-ups: 34

Visitor analytics (August):

New Users: 1,800

Sources: Social Media 988, Direct 175, Organic Search 207

Reach: 18,353

COMMUNITY & BUSINESS ENGAGEMENT

Meetings with local businesses and commerce (with the Commodore) to:

- > Promote upcoming events.
- > Launch the Friday Twilight Series.
- > Strengthen sponsorships and partnerships.

Summary of Impact:

- > Fresh energy and engagement across all channels.
- > Digital reach is attracting both local and visiting sailors.
- > Website and social media are generating real enquiries and sign-ups.
- > Event promotion is increasing visibility within the wider community.
- > Stronger ties with local businesses and marinas are supporting future sponsorship opportunities.

SOCIAL MEDIA GROWTH – SAILING IN PORT STEPHENS

New Facebook and Instagram pages launched to connect with members, skippers, crew, the community, and marine partners.

Facebook

Followers: 160

Views: 70,596

Reach: 24,326

Clicks to website: 1,127

Average engagement: 376 Likes per post.

Instagram

Followers: 177

Views: 46,269

Reach: 18,353

Clicks to website: 348

Together, these platforms have already generated 55 enquiries from people interested in crewing.

EVENT CREATIVE & PROMOTION

Designed and published posters for:

PSYC Open Day – promoted across social, sponsors, and community channels.

Zhik Regatta & Sprint Series – widely shared on social media.

PHOTOGRAPHER CAMPAIGN

- > 19 photographers expressed interest.
- > 3 local photographers invited to join Saturday race days.
- > Focus: race action, scenic Port Stephens, and sailing lifestyle. lifestyle.

Port Stephens Yacht Club



Season Opening and Marine Services Expo 12.00pm 4th October 2025



You're Invited...

Join us for our Sail Past and
Marine Services Exhibition

Membership
Sausage Sizzle BBQ
Refreshments Bar
Product Demonstrations
Hands-on experiences
Networking
Buy Swap Sell
Prizes & Giveaways



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UPDATE ON MOORING AVAILABILITY

By Rick Pacey and Richard Kerr

Over the last few weeks there has been some discussion about mooring availability and the various statutes and processes around that with the impact on the viability of the club being the biggest concern. Unfortunately, some of the comment circulated around the club has been inaccurate and has only served to increase confusion and concern.

Rick Pacey and I have met with Paul Hearfield, Operations Manager for Waterways Hunter Region, three times in recent months. We confirmed with Paul that there are 2 main issues at play; the first is the protection of seagrass beds and all the issues relating to that. The second is the processing of applications for available mooring sites. These 2 subject areas are independent of each other and considered separately.

The immediate issue impacting the club is access to mooring sites, the processing of new applications and the overall availability of moorings in Port Stephens. Seagrass protection has little impact on this issue. At the most recent meeting, I asked Paul how many mooring sites are currently available and free of environmental restrictions. His reply was "200". Thus, there is no shortage of mooring sites, only a delay in processing the applications.

Other longer-term issues limiting access to moorings are the limited management of derelict vessels and the suggested expansion of available mooring areas beyond those currently zoned.

Our Club's Recommendation

A Hunter Region Yacht Club's meeting led by PSYC has compiled a recommended approach has been forwarded to the Land and Waterways Access Committee and to the Minister. The Commodore has also written to our member in State Parliament Kate Washington requesting a meeting to discuss the issue and further suggesting the 3-pronged



approach to ensure long term confidence in the availability of moorings in Port Stephens:

1st priority for short-term benefit - address the current process ambiguities to enable mooring licenses and permits in non-sensitive areas to be processed.

Medium to long term and ongoing - enhancement of mooring management to proactively address derelict boats on moorings.

Medium to long term - expand acceptable mooring areas beyond the current boundaries and investigate mooring technology options to increase densities and acceptable location options.

If club members feel motivated to write to their local politicians to voice their concern, please indicate that it is the delays in processing that are the immediate problem, not protection of seagrass or any related subject (e.g. approval of environmentally friendly mooring apparatus etc).

The above is an overview only and there are of course many details and unique scenarios. If members are still concerned, please contact either Rick or myself with your specific questions.

Given the efforts and attention this issue has received, we are hopeful that we will see some positive outcomes in the near term.

Copies of the submission and letters to the respective Ministers are available on our members section of the website.



GILLIE AND MARC SCHATTNER: BRONZE SCULPTURES.

The re arranged ownership of Soldiers Point Marina has meant that the marvellous and comic sculptures "Rabbitwoman" and "Dogman", are no-longer in public view. We will all miss them to share our on the marina floating deck. Often a common theme is the animal pair drinking Coffee. This is firstly a reference for the sculptors love of animals and support of wildlife

protection and secondly, as a link to Gillie and Marc's love of coffee. Gillie was brought up to enjoy her mother's Dutch coffee and Marc grew up in Melbourne; the so-called home of the Aussie Coffee Culture. Further information is found by google searching Gillie and Marc sculptures.

A DAY IN THE RACE STARTER'S CARAVAN

By Hugh Mountford

Shortly after Heather Atkin's retirement from the starter's role, I realised that a very important function within the club was missing. I discussed the possibility of me having an involvement in the starting caravan, initially with Richard Kerr and shortly after that, with John Humphreys, with a view to finding who within the club membership might be interested in forming a team to undertake the Race Starter's operations from the caravan on a regular basis.

Ian Clarke and Mike Norvil both expressed interest in being involved and accordingly the team was formed, with the detailed overview and instructions provided by Richard Kerr. Also assisting from time to time is Michael Druse, who has had many years of yachting experience at the Cronulla Sailing Club.

Considerations for Saturday sailing generally commence sometime on the Friday before the race, when we individually examine the prevailing wind and water forecasts and tidal conditions for the race day, so that we can have some idea of the conditions during the race.

The caravan is brought to the start line early on Saturday morning either by Steve Thomas, or when he is not able, John Townsend.

The starting team generally arrive at the caravan at midday, and the course for the day is selected based on the conditions prevailing at that time.

A course which we believe will be the most appropriate for the conditions and the type of race indicated in the Race Programme for the day (Pursuit or Scratch Start) is selected from the Club's tabulation of courses that have been set around the various club buoys.

Isobaric charts, tidal flows and directions, and wind information from 'WillyWeather' and 'Windy' websites are all considered in the course selection. Individual boat capabilities and handicapping variations are also taken into account in selecting the course length.

Once the course is chosen, the Club Burgee and the signal flags that identify the selected course are then raised on the Club's flagstaff at the southern shore end of the Start Line, immediately North of the caravan.

Boats that are intending to sail on the day radio their intention, together with the number of crew members on board, to the Race Officer. The logins are noted



and recorded on the Manual Race Record sheet for the day.

For a scratch start race, once the Start sequence is successfully completed, the caravan crew go into relaxation mode, during which time the problems of the world are discussed, until the boats return to the finish line.

For a Pursuit race, the start line is observed until the last boat has started, to confirm that the published start times have been adhered to by the competing boats. Relaxation mode is then adopted until the boats return to the finish line.

For a scratch start race, once the Start sequence is successfully completed, the caravan crew go into relaxation mode, during which time the problems of the world are discussed, until the boats return to the finish line. However, they must remain vigilant in a standby mode for any emergencies such as a radio relay for vessels or crew in distress as well as vessels retiring from the race.

For either race format, the finishing times for each boat is recorded on the Manual Race Record. The completed sheet is sent via WhatsApp to the Vice Commodore for assessment of handicaps based on the recorded finish times, a compilation of results and placings of the day's racing.

The Starting Crew generally return to the club to wrap up the day. We do appreciate feedback and constructive criticism of the caravan's operations from the boat crew and Skippers on the courses selected, so please let us know how you feel about our selections.

I am happy to report that we have seen an increase in the number of club members who have chosen to attend the start line before and during the start procedure. I would like to encourage club members who are not sailing to join in with the start, as it is another club function and attendance at the start will further improve social interactions between members.

AUNTY'S FREE FEEDS

by John Grainger

Hi, we have just returned from Darwin where Sherrill and I have been house sitting for our daughter, Sally. Sally lives in Palmerston, just south of Darwin and works as a nurse educator in Darwin.

Each Sunday evening, she supervises "Aunty's Free Feeds". It all started when an aboriginal Aunty started sharing her food for those in need. This grew to become too much for Aunty, so Sally and other volunteers offered to help. By using Facebook and lots of enthusiasm and some yummy healthy food promotion, the numbers have climbed from 30 to 40 to over one hundred guests each week.

No questions are asked and everyone is welcome but the guests remain predominately Aboriginal families. The food serving only takes about an hour and a half, but that is just the easy bit.

Food products have to be sourced, delivered, allotted to volunteer cooks, then delivered on time each week not knowing just how much food will be gathered and indeed what kind of dishes can be made from the food rescue. The volunteers have to be most resourceful as Sally has a room full of the donations to hand out to those cooks or food preparers to select according to their skills and expertise. Some families encourage their children to also prepare meals or even cook some small cakes to hand out. Others just turn up each Sunday to set up tables and serve the amazing array of food.



Sherrill Grainger in Sally's Kitchen preparing food for Aunty's Free Feeds.



Fresh vegetables and colourful salad dishes are just as popular with the guests as meat curries, noodle/pasta dishes and fresh fruit. Nothing is ever wasted and all the food must be handed out to keep it all fresh each week. Even cold cordial drinks and water are provided.

One Sunday during our visit we had over 110 guests which corresponded with the weekend of the Darwin Show and we almost ran out of rice.



Each Sunday up to one hundred guests line up for a nutritious feed.

MUNDI MUNDI BASH

by John Grainger

Steve Thomas took these photos for us at the famous Mundi Mundi Music Festival. Steve said it was witnessed by over 15,000 souls camped out in the desert north of Silverton.

Steve also helped erect the huge stage and then stayed to dismantle it at the completion of the Bash. Like the rest of us, he endured the cold and windy August conditions.

The event was sold out early for the three days and three nights of entertainment, even though the price of an adult standard ticket was a considerable \$ 759.

The money raised each year goes to the Royal Flying Doctor Service.



The huge stage was constructed on the top of a monstrous earth moving truck.



Not everyone was a Galah.



*Steve said
"The Mundi Mundi
sunsets were spectacular"*

BAREBOAT CHARTER IN THAILAND

By Peter and Lyn Ballard

You may recall I contributed an article several years ago about bare boating overseas and in particular the trip we did to the Seychelles Islands. This issue is a continuation of bare boating overseas and relates to our adventures of bare boating in the Andaman Sea off Thailand.

As explained previously we are part of a travel group that specializes in such travel and being part of a group, discounts can be achieved for group air travel and group yacht bookings. For Thailand we had 10 yachts booked ranging from Oceanis 320,350,390, two Suncharm 39's, Hunter 430, two Sunmagic 44's, and a Prout 39 cat. In total these were crewed by 66 Aussies.

This trip took place in November 1999.

We chose a Oceanis 390 for our six crew. Three cabins and two heads.

We flew out of Sydney to Phuket via Bangkok and stayed in a hotel resort the 1st night. This allowed for much exploring, arranging menu's, seeing the sights and some shopping etc. The night life experienced was something else. As it happened, that night was the Rugby Union World Cup final with Australia playing and was enjoyed at some "way out" bar crowded with all sorts of expatriates, rugby diehards of all nations, dropouts, bar girls, pretty boys, and us.

Afterwards the men all went off to find the "darker" side of Patong, but that's another story. A night everyone won't forget for a while.

Having got that experience out of the way, the next day involved boat stores, grocery shopping, drink ordering {mainly beer, as we took most of the wine in 2 litre casks in our carryon baggage, 16 litres in all, probably could not do that today}. We boarded the boats late arvo after traveling to the Marina located at what is called the Boat Lagoon off Sampam Bay which is north of Phuket Town on the east side of the island.

Due to the location of the marina, entry and exit to the bay can only be done an hour either side of high tide hence the plan was to stay the night on the boats in the marina and leave on the morning high tide next day. So a good nights sleep was planned, however the temptation was too much and we all ended up going back to Patong for one more session of seeing the night life. Certainly a different world!.

The group had a planned route for the 1st two night



anchorage whereby all boats were required to be at the one place. After that, each skipper could plan their own route throughout the cruising area but Sunsail had various recommended anchorages based on prevailing wind conditions at that time of the year. We elected to basically follow the recommendations as several places coincided with beautiful environments and island restaurants. (see mud map).

The reason for the boats to be together for the 1st two nights was that the Sunsail service boat followed the group to fix and repair any defects identified in this time. Lucky for us we had no problems.

Headed out to the north about mid-morning for Koh Naka Noi (Pearl Island). This Island is famous for its cultured pearls. Interesting demo on pearl farming techniques. We sailed onto Koh Phanak in the National Park to see some cave hongs which can be spectacular.

On our way to the overnight anchorage, we were regularly stopped by longtail fishing boats offering their catch of fresh prawns, crabs, ockys and fish. Of course, we had a great feed of seafood that night.

The overnight anchorage was at Koh Hong a safe spot.

Next day was again heading north to various national park locations with a stop-over at Koh Ping Kan known as James Bond Island featuring in one of the movies (cannot remember the name). Had morning tea here and then onto Koh Pan Yi which is a gypsies village constructed of floating shacks forming a complete floating village with shops, church, houses, eating establishments, etc.

We anchored just off the village and went in via dinghy for a sightsee and a delightful seafood (again) Thai lunch.

We again all had to anchor up in the same location for the night at a planned location called Koh Yang.



However, due to Thai fishing nets, Thai trawlers, floating buoys, and shallow water, there was some confusion of the best way there even though we had a chart of sorts. After much deliberation on the water between boats (the VHF ran hot) we ended up at a small deserted island further to the north and east (name unknown) but it proved to again be a delightful anchorage.

From this anchorage on we were free to venture wherever, as long as we were back at the Boat lagoon channel at the nominated time and date, to catch the tide, ie. In eight days time.

At this point it must be remembered that we could not get water to fill our tanks at any of the planned stops, therefore there was a continued awareness of saving water. As we were swimming continuously this did not present any problems and a good soap wash down with the stern shower prior to happy hour, kept us all clean and in a great mode for arvo drinks.

The sailing was patchy in parts and it wasn't until we reached the southern area where we had our best sails.

Day 3 was mainly a motor south to a location called Koh Yoa Noi. On the way we had a swim at Koh Pak Bia which included many good Hong's which are narrow cave inlets into an island that opens up into a small natural bay. The water is pristine and access is only suitable if wind and swell are favorable.

The night's anchorage was centered around a plan to go to this exquisite restaurant on shore. We were able to identify the location however it was too shallow to anchor and get close inshore so most boats moved up the beach necessitating a km walk

or more along the beach. Having dressed up a bit, we all went ashore pulling the dinghies up and tying them to trees.

The night went too well and everyone forgot about the tide, particularly the height, and when we departed there was no beach left except paddocks of rice, water and mud. After a lot of negotiating through the maze it all became a joke trying to find the dinghy's, taking a nudie swim to wash the mud off, and getting back to boats in the pitch dark.

The next day we sailed to Koh Hong via what was identified as 'mushroom rock', a piece of rock island in the shape of a mushroom. Around this rock there was great snorkeling and diving. Koh Hong proved to be a majestic place with a beautiful silica beach, fringed by massive monolith rocks and coral reef. This was one of the prettiest bays in the area with a great natural beach restaurant for dinner. I can't remember whether we stayed here for two days or not.

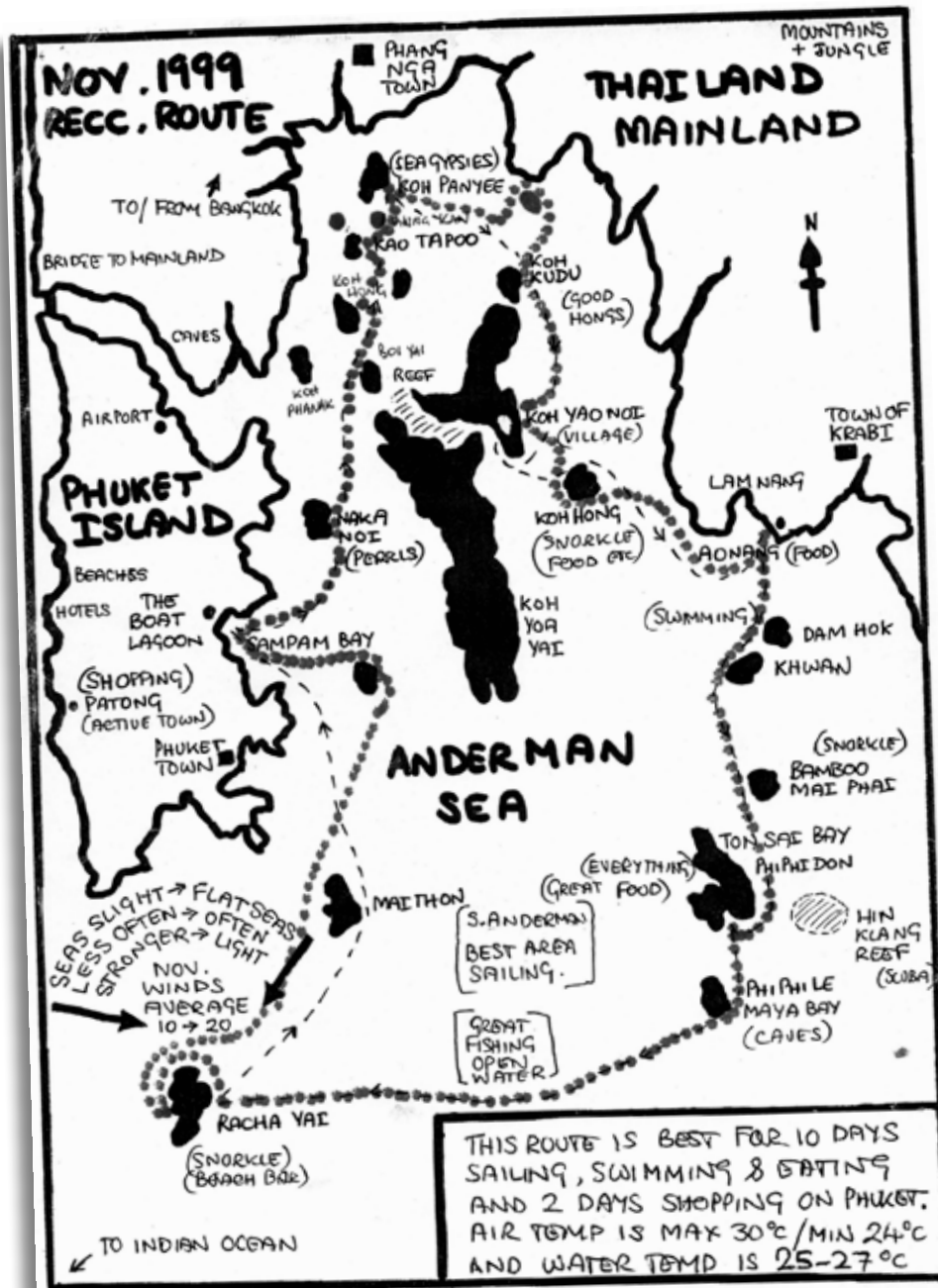
From Koh Hong it was off to Thum Phra Nang (excellent clear water bay and beach) and then onto Lam Nang for the night which was more touristy, a safe anchorage, and many cheap Thai restaurants. It is close to Krabi.

The next stop for a few nights was Koh Phi Phi Don (Phi Phi Island) via swim and lunch stops at Koh Yasasam and Koh Dam Islands. It was magical coming into anchor at Phi Phi with all the longtails, visitor yachts, and an array of other craft. We couldn't get to shore quick enough, although one of the crew had an earache and had to find the doctors surgery where he was treated but he also could have had a sex change there as well.

Phi Phi was the highlight with trips to the Viking Cave and spectacular Maya Bay on Phi Phi Lee. There was much to discover apart from eating out with lots of food selection.

We took time out to sail under the steep cliffs of Phi Phi for a photo shoot as one of the crew was an expert photographer.

The next leg was through open water more subject to wind and swell, which proved ok for sailing and trolling. No fish were caught. This westward area has daytime and overnight anchorages which are subject to swell and prevailing winds, so decisions needed to be made when we got there. Most anchorages are slightly exposed. We finally anchored on the west side of Racha Yai Island in a little bay with several others of the group.



On going onshore to explore and book the restaurant, we found the shore shoaled up quickly with a sharp wave dump. This was to prove difficult when dressed up for dinner, and we all had to get dressed on the beach after negotiating the shore break.

At the time, several almighty thunder heads loomed up and broke during the course of dinner ashore with lashing rain and wind. There were some anxious skippers looking out to make sure their boats were not dragging anchors.

Whilst the sea was a bit lumpy at night, sleeping was assisted by Dr Booze.

This Island was very attractive with several resorts which would be private and appealing.

The next day was back to base by way of a small Island with pristine water, magnificent fish that swam between your legs and a superb lunch of our leftovers. We timed the tide to perfection and negotiated the channel back, which at the time was only basically marked and about one boat length wide.

The final night was spent on the yacht in the marina finishing off meals and drinks. This trip was most memorable as it was hassle free, a good selection of Thai food, pristine environment, perfect weather, and a great fun-loving crew.

8 - 9 NOVEMBER 2025

10AM START

Soldiers Point

PORT STEPHENS

Zhik[®]

PORT STEPHENS



YACHT CLUB

MARATHON & SPRINT REGATTA

24 NAUTICAL MILE CIRCUMNAVIGATION
MARATHON PASSAGE RACE & SPRINT
REGATTA AROUND THE PRISTINE WATERS OF
PORT STEPHENS

3 divisions: trailer-sailers and keel boats up to 27 feet;
sports boats; open division for all other boats including
keel boats and multihulls.

REGISTER NOW

DAY 1 - MARATHON DAY 2 - SPRINT



PROGRAM

NOR & INSTRUCTIONS



Presentation events will be held
at PSYC on Saturday and
Sunday afternoons.

Mooring, berthing, boat ramp
and storage options available!

Contact: Call Rick Pacey on
0438 406 855 or email
commodore@psyc.com.au

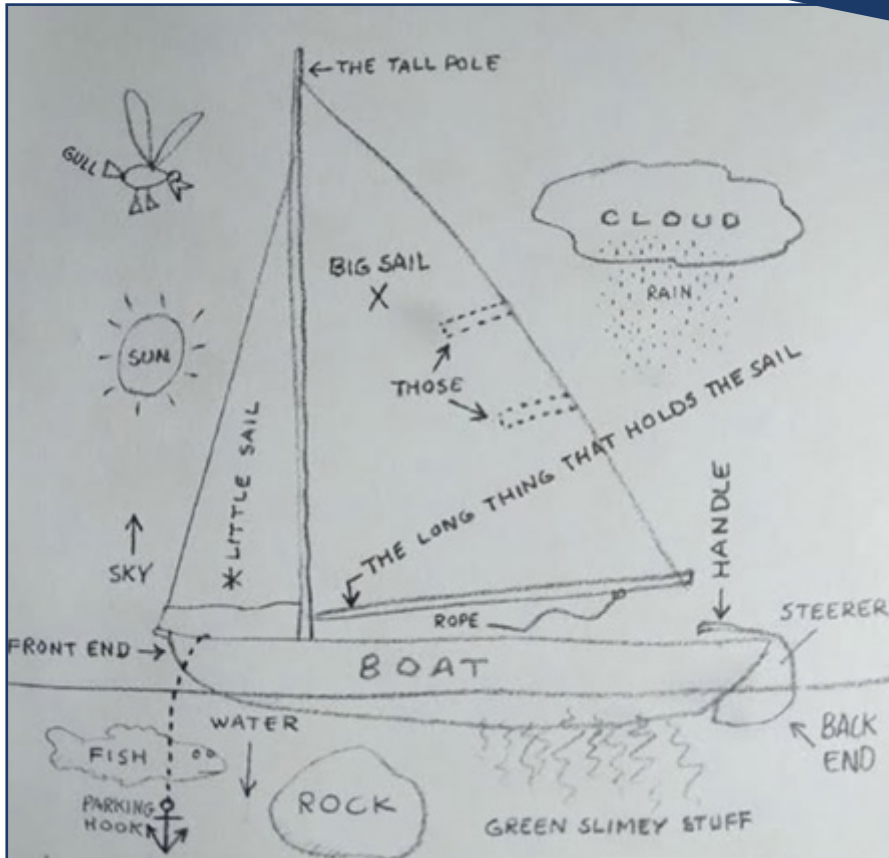
psyc.com.au

SEAGULL DROPPINGS

By John Grainger



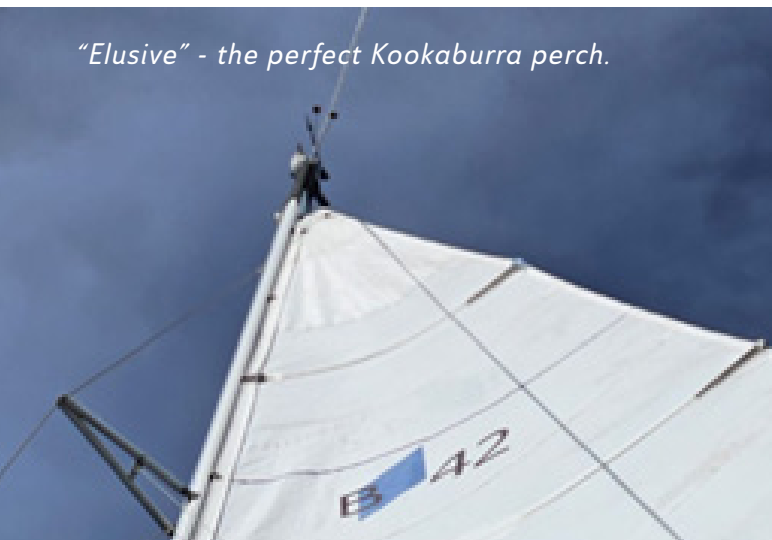
THE YACHT EXPLAINED



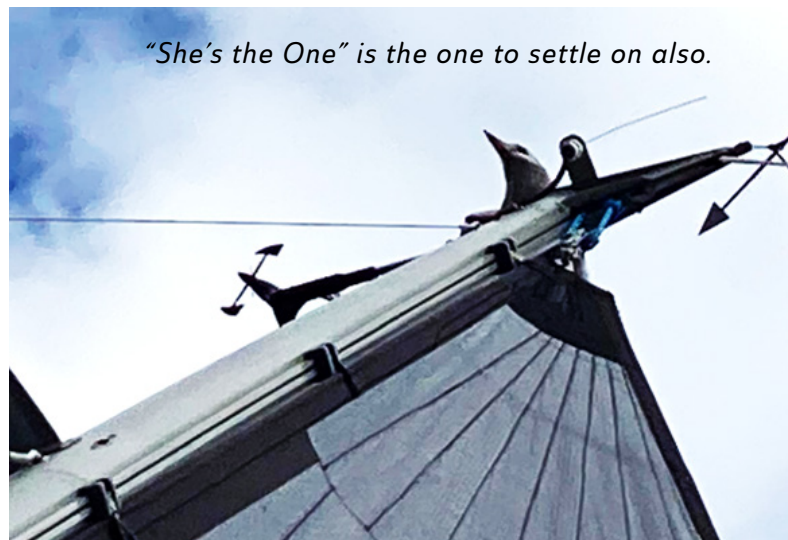
Quite simple really!!

Saturday 16th August was a blustery Saturday sail with a difference; not only for the thunderous clouds just off-shore, but for the arrival of birds on three of our yachts.

"Elusive" - the perfect Kookaburra perch.



"She's the One" is the one to settle on also.



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