



Bilge June - August 2026

Port Stephens Yacht Club
Ridgeway Avenue
Soldiers Point 2317



After a storm, by Kevin Le Poidevan on Roaring 40 sailing the Tasman Sea. (See his story below).

Commodore's Report

It has been another very active period for PSYC, with a great deal happening both on and off the water.

I would first like to acknowledge the work of our Board and the time each member continues to contribute to the Club. I would particularly like to thank Roger Dunwell, who is retiring from the Board. Roger has made a significant contribution to PSYC and we thank him for the time, knowledge and commitment he has given to the Club.

Our management team has also expanded. PSYC members Martin Walters is supporting Merchandise and Jacinta Veitch is managing our PSYC Community Hub social media. We continue to be supported by Dai Reynolds, who manages our bookkeeping, our Licensee Andrew Pearson, and Margaret McKay who manages our volunteer roster.

Over recent months we have continued to refine a number of our Club processes, particularly around membership, new member enquiries, crewing enquiries and Venue Hire. Crew Concierge is also developing as an important resource for members, helping us manage renewals and documentation, record qualifications, achievements and to better connect people looking to sail with boats looking for crew.

I have also joined the Australian Sailing Regional Committee NSW and recently completed judging ahead of the awards presentation next month. It is valuable for PSYC to have a voice within the broader sailing community and to strengthen our relationships with Australian Sailing and other clubs across NSW.

On the water, I recently had the opportunity to attend Hamilton Island Race Week, racing aboard '*51st Project*' with owner and skipper Julian Bell and his family. Julian is a strong leader who brings out the best in his crew. We achieved line honours in five of the six races, with Neil Edwards providing excellent tactical direction and Arty Bell once again demonstrating the depth of experience he brings to the boat. The Bell family has made a substantial contribution to sailing, and the camaraderie aboard '*51st Project*' reflects that.

We have also farewelled the PSYC Caravan. We explored every reasonable option to retain it, but ultimately it was time to say goodbye. It has been part of the Club for many years and its departure marks the end of one era and the beginning of another.

Our volunteers continue to be central to the Club. Whether working behind the bar, helping with the BBQ, supporting racing or simply stepping in when something needs doing, their contribution is what allows PSYC to operate and continue growing.

There is now a lot to look forward to as we head into the spring and summer sailing season. The Club continues to build momentum, with new members, new activity and more opportunities for people to sail, participate and enjoy PSYC.

Thank you to everyone who continues to contribute their time, ideas and energy to the Club.

Margaux Everett

Commodore

Port Stephens Yacht Club

Vice Commodore Report

With the final races in the Winter Pointscore and Winter Wednesday series recently completed, we say farewell to the 2025-26 sailing season. Both the Winter series were contested by a small and hardy fleet willing to brave both the cooler weather and the fickle winds that winter usually brings (or often doesn't bring in the case of the wind!)

12 boats participated in the Winter Pointscore with 9 boats scoring a 1st or 2nd place. She's The One, Adios and Chilli (1st, 2nd and 3rd) came out on top in the final points tally.

In the Winter Wednesday series, 13 boats participated and 8 boats achieved a 1st or 2nd place in a race. Congrats to Adios, Chilli and Evander (1st, 2nd and 3rd).

Of the 24 races scheduled, we only lost 3 due to weather and the points tallies in both series were close at the end with several of the minor placings separated by a single point.

A detailed analysis of the races and handicapping over the season just finished will be published in due course as we look forward to the warming and lengthening days leading into the 2026-27 season.

A big thank you to all the sailors who participate in our races and congrats to the series and championship winners.

Membership Director.

This will be my last bilge blurb as Director 1, a position I took up three years ago after being press ganged one drunken night after debating the need for clubhouse Reno's. I am unable to stand for re-election.

I had previously been a crew member since 2005, joining to enjoy sailing whenever I could, participating in the competition and camaraderie, oblivious to the work that goes on to keep the club running smoothly.

Now I know, it's a constant work in progress, organised by a disparate bunch of sailors adapting to diverse situations with the rotational human resources available.

We are fortunate to have the energy of Margaux heading the current board and moving your club in a positive direction. As we implement the new membership categories, urge you all to get on board, and as always do what you can.

Roger Dunwell

Club Captain's Report

- We are getting ready for the new seasons sailing.
- It's time to update your boat's documentation, thanks to everyone who has already send these in. To all boat owners; please send through your updated **Insurance documents** and **safety audits**. I will send out a reminder to all skippers shortly.
- When getting your audits done, please allow some time as there are a limited number of auditors.
- **SailPro**, the yacht tracking app is being trialled by the club so please let me know if you would like to be part of the trial. The main reason behind using the free version of SailPro is so member can watch the race live and replay it at the club to review the race, over a beverage. There will be a demonstration of the SailPro program at the start of the new sailing season.

The Three Strategic Pillars

- 1. Sailing & Participation: Focuses on launching a new Sailing Academy and Crew/Boat matching via 'Crew Concierge'
- 2. Infrastructure & Governance: Prioritizes securing a long-term council lease, managing assets, and structuring volunteer succession.
- 3. Growth & Culture: Aims to establish a dedicated PSYC Wine Club, year-round social events, and corporate sponsorships.

Revised Fee & Revenue Model

- Tiered Memberships: Offers Social (\$30), Associate (\$100), and Full Boat Owner (\$250) pricing tiers to lower entry barriers.
- User-Pays Racing: Implements separate variable race fees ranging from \$10 per single race to \$172 for an annual pass.
- 3-Year Revenue Growth: Increase revenue by 34% through targeted pursuit of community grants.

Implementation Timeline

- Year 1 (Stabilisation): Roll out the Sailing Academy, map out venue presentation, and lay sponsorship foundations.
- Year 2 (Expansion): Scale up training, increase infrastructure updates, and drive active on-water participation.
- Year 3 (Sustainability): Mature recurring revenue, build strong cash reserves, and secure long-term operational viability.

There were some discussions at the meeting regarding the implementation of the plan and some aspects are still being defined.

Vice Commodore Richard Kerr outlined plans to reduce Membership fees and the number of membership categories, waiving the requirement that sailors be members of PSYC to participate in our events. Race fees will be introduced with the aim to establish a 'user pays' structure.

Sailors who are already members of another recognised sailing club therefore do not need to take out additional PSYC membership but do need to pay for their racing at PSYC. This provides a practical and fair way for those sailors to contribute towards the costs associated with running the racing program.

The fee would be based on the sailor's level of participation, with separate options available for Wednesday and/or Saturday (including any other race days) in 3-month blocks (i.e. by season) or the entire season. Guests can still use SailPass for single race, temporary membership.

Other initiatives

Commodore Margaux Everett and the board are planning to set up a Sailing Academy to train new crew members. Secretary Michael Schneider has volunteered his services as sailing instructor and has completed the training course through Sailing Australia in Sydney.

Already, PSYC Wine Club has been established, and several functions and guest speaker events are planned to diversify and increase the Club's revenue. These events are planned to continue into the three years of the Business plan.

The Business Plan is intended to be an active working document. Progress will be reviewed by the Board with priorities refined as circumstances evolve as new opportunities emerge.

The full business plan can be found in the **members-only section** of the Club website.

(It is the first item).

Vice Commodore Richard Kerr speaking at the meeting.



Hunter Moorings Special Interest Group

The Hunter Moorings Special Interest Group continues to advocate for improvements to the management of private moorings across NSW.

Representatives from Port Stephens Yacht Club, Lake Macquarie Yacht Club, Royal Motor Yacht Club Toronto, Wangi Amateur Sailing Club and the wider boating community have been working together to address long-standing issues surrounding the private mooring application process. Following a high-level meeting between the various government departments involved in mooring administration and personal meetings with local member Kate Washington and NSW Maritime, the Group has been advised that a new Moorings Action Plan has been announced and can be viewed on the Transport for NSW website.

<https://www.transport.nsw.gov.au/operations/roads-and-waterways/waterways/centre-for-maritime-safety/moorings-action-plan>

Former Commodore Rick Pacey was instrumental in submitting a brief representing the concerns of the Hunter Special Interest Group to the NSW Parliament select committee investigating access restrictions to Public Lands and Waterways. Vice Commodore Richard Kerr and Greg Hodge (Royal Motor Yacht Club Toronto) attended a hearing on Friday 3 July and responded to the committee's questions and later to requests for further information.

Port Stephens Yacht Club will continue working with the Hunter Moorings Special Interest Group and keep members informed as further updates become available.

Vale: Harmke Nymeyer.

After a short illness, Harmke Nymeyer died peacefully on 18th August 2026, surrounded by family. A loving wife to Gerard (dec), and mother to three daughters, she was also Oma to seven, and great Oma, Tante and friend to many.

Harmke was a long-time resident of Soldiers Point and with husband Gerard enjoyed many years sailing and racing within Port Stephens and nearby waters as members of Soldiers Point Yacht Squadron, later to become Port Stephens Yacht Club.

The couple began their sailing in Port Stephens by establishing a Trailer Sailer hire business in the Marina in 1981. They built and raced a steel Adams 40 called Windigo which was featured in the book "The watcher on the Quay". Five years later they purchased "Distant Drums", a Pacific 38 built in New Zealand.

In April 1997, Harmke and Gerard decided to sail to their homeland, Holland. Peter and Sandy Chappelow accompanied them to Cairns. Distant Drums joined the famous Darwin to Ambon Race with Life Member John Sharp as the third crew. From then on, they were then on their own.

The next Yacht Rally took them to Sulawesi then on to Singapore.

A report in the PSYC newsletter the Quadrant, June 2008 edition, tells the story of their trip from Ambon to Ujung Pandang. (Macassar). The motor injector pump failed and they had day sailed 600 nm without the motor or refrigeration with only one solar panel to power the GPS. In Macassar, Gerard reported a horrific motor bike ride dodging traffic still clutching the injector pump to reach a repairer.

After visiting Malaysia and Thailand they sailed across the Indian Ocean to the Red Sea, and entered the Mediterranean. Then they over-wintered in Turkey before sailing to Marseille France. There, the mast was removed to allowing them to motor the entire length of the Rhone River to reach Amsterdam where they stayed with relatives and friends.

Later, in summer, Harmsey and Gerard left from Portsmouth to cross the Atlantic Ocean via the Canary Islands to St. Lucia, arriving in time for the Caribbean "Carnivale".

The two, now intrepid sailors, sailed non-stop for 28 days across the Pacific from the Panama Canal to the Marquesas Islands, Tahiti. Then to Western Samoa to visit the Chappelow's son Josh, who was working as an engineer in Apia.

Distant Drums finally arrived in Brisbane after a stormy Pacific Ocean passage in October 2006. On 13th December, a fleet of PSYC boats welcomed them back into the Port Stephens harbour. Gerard and Harmke had proved to be the perfect partnership for such a formidable and exciting adventure.

Gerard continued sailing in Club Races until the age of 82. Peter Chapelow, John Humphreys and Peter Johnson were often his crew and can attest to Gerard's seamanship and courage. They remark that Captain Gerard never reefed down in a big blow, but ploughed through the fleet with full genoa and the big blue MPS spinnaker drawing.

In 2014 Gerard unfortunately drowned when servicing his yacht at its Soldiers Point mooring. Harmke sold her house in Kent Gardens and moved to be with family at Murwillumbah.

They remain the only PSYC members to have circumnavigated in their own boat.

Post Script: Distant Drums was damaged and was written off in a big East Coast Low of 2015. Fortunately, Life member Peter Chappelow and his wife Sandy were able to salvage Distant Drums and

restore it. Distant Drums has since cruised to QLD and Pittwater and is now moored at North Arm Cove.

Winter Solstice Party sunday 21 June 2026

Over 100 people turned up to celebrate the shortest day of the year making it the most popular social event for the year. It was pleasing to see so many people crammed into the downstairs area of the club with numbers from the community by far outweighing the club members present. No-doubt lured to the event by Margaux's social media publicity.

The evening started early and people arrived for the bring your own barbeque dinner from 4.30 pm! Much gaiety was generated by the two singing groups; **'The She's'** singing sea shanties and newcomers, **'Hippie Flares'** who sang iconic 1960's songs to get the club jumping.

A whole table of past members and partners occupied table one (who called themselves RESERVED). Some had not been back to the club for several years. Two families from the community brought their delightful little kiddies along. So delightful. Food and nibbles were shared among the tables and the music matched the Solstice theme.

Many of the songs were adapted to local place names etc. To kick the entertainment off we were also treated to a hastily penned but impressive poem to fit the theme of the night by the poets, "PAM".

A solstice poem written under the club veranda just before the celebrations started.

Days we long for
Times we share
Spring is closer
Do not despair.

The sun is on fire
The birds are in flight
The day is over
Sleep tight.

The sun is down
Tomorrow anew
Days to look forward
With a longer view

Winter Solstice,
we say adieu to you!



PAM is an acronym for our guests from Soldiers Point.
Peter, Antoinette and Marta,



Past PSYC board member Tim Peachey did well at the Newcastle Cruising Yacht Club awards.

Tim was awarded **Bay Annual Point Score** winner and the **Bay Club Championship**.

Tim was sailing his Laser Whoo Hoo Too. He also competed in the North Shore regatta on Una Vita at Lake Macquarie. His other passion is sailing his sports Boat "The Cube" in the Lake Macquarie Club Races.



Congratulations Tim.



Port Stephens Koala Hospital – Not just Koalas - Helping Native Wildlife Thrive.

Our neighbour Restaurant 2317 hosted a fundraising dinner on Saturday 1 August, with member Sally Shepherd coordinating the event for the hospital with Commodore Margaux in attendance. It was a fabulous night - great vibe, great food and a great cause, with \$25 from each ticket donated to the Hospital for its extremely important work. In this article, Sally outlines the work of the hospital and clears up some common misconceptions.

Koalas are officially endangered in NSW, with numbers declining due to the key threats of habitat loss & fragmentation, motor vehicle strikes, bushfires, attacks by dogs and other animals, and diseases such as Chlamydia. As the region's leading hospital for koalas and other native animals, each one gets the treatment and care they deserve. The fully equipped clinic and rehabilitation site is led by a team of experts, backed by 150+ trained volunteers, including several members of PSYC! working in partnership with other wildlife groups and vet clinics across the region to support



'wild lives', always with the goal: 'healthy animals, returned to the wild'. At any time, you'll find 15 – 30 koalas in care with birds, possums and reptiles also brought in for treatment, and the occasional cheeky wombat! With comprehensive diagnostic facilities and an amazing vet team, the hospital also assists Sea Shelter (located within Irukandji), with sea turtles and pelicans among those treated at the Hospital.

Common misconception #1: the Hospital is fully funded by state and federal governments. The Hospital does receive funding from different levels of government for specific projects rather than day-to-day operational costs, that include veterinary staff, medications, equipment, and food for the wildlife in care. Current government funding is in place for a 3-year Koala Chlamydia and Retrovirus Research Project in collaboration with universities and other koala hospitals.

Common misconception #2: the Hospital and Sanctuary are the same organisation. Although located within the same grounds, the Hospital is a separate not-for-profit, organisation. The Sanctuary is operated by Port Stephens Council as a tourist facility, with a percentage of takings donated to the hospital each year. The koalas you can see are rescued wild koalas that for various reasons cannot be released back to the wild, so remain as pampered residents of the hospital - one koala even wandered back in for re-admission after release! If you haven't visited the Sanctuary, it's well worth a visit for not only koalas viewed from the 'Skywalk' as you meander up to treetop height, but also the beautifully landscaped native environment, rounded off with coffee, cakes or lunch at the new Wildlight Café.

Right: A koala after the Victorian bushfires this year.

Picture by Brett MacDonald



Winter weather: Oh, how fickle can it be?

Saturday's race on 8th august was reluctantly abandoned due to lack of wind. The race was scheduled for a 12.30 p.m. start, and eight yachts had come to the start line (seven in division 1 and one in division 2).

The day promised to be one of glorious fine winter sunshine and smooth sailing conditions. Vice Commodore Richard Kerr stepped in to help run the race due to the absence of our usual starter John Humphreys.

The course was set to start in an easterly direction, so all boats positioned themselves west of the start line in preparation.

Sadly, at the scheduled race start time, there was insufficient wind to allow for fair racing so the race was postponed pending a lift in the wind strength. At 1.25 pm the Race Officer radioed the fleet for a report on the wind direction and strength out on the water. The reply came back that one yacht was floating backwards and could not make way against the tide!

That was enough; the race was abandoned. The sailing instruction state:

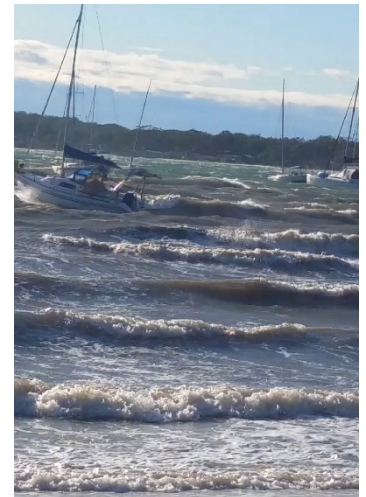
Races will not be started more than 60 minutes after the scheduled starting time.

And then TWO DAYS LATER!

A severe winter blow started. North Westerly winds up to 50 knots swept from inland for two days. This resulted in one PSYC Member's yacht leaving its mooring near Wanda Head. It was reported, and Maritime Police apprehended it still in deep water. They returned the yacht to the police emergency mooring.

As the storm raged, sharp waves continued beating onshore at Roy Wood Reserve and another Club yacht was washed ashore (owner was away). Fortunately, it landed on the sandy beach and PSYC Club members were able to rescue it by waiting for the high tide when the storm had subsided in the middle of the night two days later.

Right: The weather at Roy Wood Reserve.



Solo Trans-Tasman Challenge - Getting to the Start

The idea of holding a yacht race across the Tasman Sea from New Zealand to Mooloolaba originated in the late 1960s. The first Solo Trans-Tasman Challenge (STT) was proposed in New Zealand by members of the *New Plymouth Yacht Club* and a committee was formed in 1968. The race has been held on average every four years since. The only other singlehanded ocean race in the world at the time was the Observer Singlehanded Trans-Atlantic Race (OSTAR) from Plymouth, UK to Newport, Rhode Island, USA, and it was attracting large numbers of people. The OSTAR is another race on my personal bucket list.



This year was my 3rd time (2014, 2018) competing the Tans Tasman Challenge that had historically started in New Plymouth, Taranaki on the rugged west coast of NZ North Island under the shadow of Mount Egmont, one very impressive volcano. The original finish was about 1450nm away in Mooloolaba QLD. Unfortunately, Mooloolaba is not an official Australian Border Force (ABF) 'Port of Entry' for international yachts, so this created several challenges and attracted unwelcome costs, and entry through the Mooloolaba River bar could also be dangerous.

In 2023, as a result of these challenges and safety concerns with the river bar entry, the Challenge finish line moved from Mooloolaba to Southport, and the finish festivities hosted by the *Southport Yacht Club*. The conversion rate from Expressions of Interest to actual starters in these events is about 30-50%. Actual start line numbers had improved from six in 2018, to eight in 2023, but the race still had untapped potential. The one constraint holding the event back from growth was the start location of Port Taranaki, and there were no alternative host ports on the entire west coast of the North Island.

Port Taranaki is a commercial port, and also not an official NZ Port of Entry for recreational vessels. The Port Authority laid temporary swing moorings for the race competitors as the only other option was one small, rundown marina. It was not unusual for a 1-2m swell to enter the breakwater and wrap around into the small mooring area. In 2014, I spent a night on the mooring with my lee cloth deployed and could not safely leave the boat for a couple of days due to the storm surge. Next morning, huge concrete blocks from the breakwater had been tossed up and onto the walkway! Needless to say,

we skippers voted to delay the start by a day. If the race was to continue into the future, a new host port for the start was urgently needed.

In 2025, the New Plymouth volunteers transitioned custodianship of the race to the established *Opua Cruising Club* on the east coast of the North Island in the beautiful Bay of Islands. The move proved extremely popular and entries quickly soared to over 20. Considering the 2018 event only had six starters and I was the only Australian to make the start line, this was fantastic news. Before I arrived in Opua in May 26, I had assumed (incorrectly) that Opua was a small town, when in fact it is a ferry port, Superyacht Dock and large marina complex with a small corner shop, cafe, a couple of clubs and all marine trades onsite. The official NZ Port of Entry, Customs, Immigration and Quarantine are resident onsite, so Opua is the perfect exit/entry point for cruisers, and the location in the Bay Of Islands adds to the navigational challenge.

Round 1

Back in 2014, I sailed my first Solo Trans Tasman Challenge in *Rogue Wave*, my 1983 Sigma 36. I had taken a couple of weeks annual leave from Air Force and figured the delivery should take around 10 days, and then I could fly home back to work, returning just before the race start in mid-April.



I cleared customs at Newcastle and set course for New Plymouth. Comms back then were HF Radio, weatherfax downloaded from HF onto the laptop and I didn't have any Satcomms. I had set up a HF Sked with a mate here in Salamander Bay. About halfway across the ditch, I was tracking two very large LOW-pressure systems that were forecast to drive up the west coast of the South Island and then hook SE through Cook Strait. I was positioned to the NE but could definitely feel the anger of those LOWs.

Conditions were deteriorating. With each download, the weatherfax revealed the two LOWs had intensified and were tracking toward my position. Not good! I was fore-reaching across the storm in the dark, with storm jib and 3rd mainsail reef in 35-40 knots and big seas making excellent progress. Suddenly, the shackle connecting the mainsheet block to the boom failed, and the boom slammed hard against the rigging cap shroud. I turned downwind and managed to get a line around the boom to get it back under control. The top battens had broken making it difficult to lower the mainsail without damaging the sail. Finally, the sail was lowered, and I secured the boom to the lifelines. At that point the adrenaline was pumping hard, and I sailed many miles downwind back toward Australia with just the storm jib flying. At first light I hoisted the trysail and made a wise decision to return to Newcastle so I could properly check for damage. Fortunately, there was no major damage, and in the next weather window I crossed the ditch in just under 9 days.

Round 2

In Jan 2018, I had just returned to Port Stephens after three-year posting to Arlington Virginia USA where I was working in the F-35 Joint Strike Fighter Program. The STT race was scheduled to start in mid-April 2018. *Rogue Wave* had been in long term hardstand storage (mast out) at Oyster Cove since Oct 2014. The challenge to compete the STT was significant, but I was not about to miss this race and wait another four years. In that short three month window we lived in temporary accommodation for about 5 weeks as we looked for a house. We needed to buy a car, visit family, start a new job at RAAF Base Williamstown, then move into a new house whilst recommissioning *Rogue Wave* without access to my tools, equipment and boat spares (all in storage). Looking back, that was definitely one of the

craziest start line challenges I have done, but we made it happen and I arrived safely in New Plymouth for the race after an uneventful delivery passage.

Round 3

In May 2026 I departed Newcastle in *Roaring Forty*, my 1997 Lutra BOC Open 40, bound for Opua NZ. The weather forecast was ESE 15knots, building to around max 20 knots enabling tight reaching for most of the passage. Now as we know, weather routing forecasting is really only reliable for 3 days ahead, so I suspected the passage time of 7 days was a bit optimistic. On departure, the actual conditions were ESE 8-10 knots on the nose. As we cleared the coast the breeze finally came in at 20-25knots. By mid-Tasman, the breeze was now around 30knots and gusting up to 40s with a 3-4m swell with confused seas. The breeze backed, taking my course too far north, so my only option was to tack SE, ironically on a heading directly toward Port Taranaki. A day was lost on this SE tack until I could tack back and lay a course for Cape Reinga at the top of the North Island. Cape Reinga is known for its rugged beauty, powerful currents and dangerous overfalls, requiring navigation planning to clear the land by at least 15nm and timing of a safe passage with the current required careful planning.

After we cleared Cape Reinga heading east over the top of the island, we were smashed with headwinds of 30-35knots and turbulent 3-4m seas. The breeze veered toward the SE enough so we could clear the top of the island without tacking. In the dark moonless night, violent storm squalls rolled through one after another with 90-180degree windshift, resulting in a few crash gybes. My primary wind transducer is interfaced with the autopilot to enable the boat to follow windshifts, however the wind transducer failed on day one, so manual inputs were needed to follow the wind. Fortunately, I still had my backup wind transducer for wind direction and speed.

The great thing about having Starlink onboard is being able to access live weather. I logged onto the NZ Met Rain Radar website to check what lay ahead as we transited over the top of NZ and then down to Opua. It was not pretty. The entire north and east coasts were covered in storm cells. It was going to be a long and uncomfortable couple of days.

Once clear of the eastern cape, we tacked over on a hard beat south, down the coast and then one long dig east before laying the Bay of Islands. I arrived in the middle of the night in a small and unfamiliar port. Normally I would time my arrival with dawn, but conditions offshore kyboshed that approach. As you enter the Port of Opua the harbour narrows and the navigation channel borders with very shallow areas. *Roaring Forty* has a draft of 3m, so the last thing I needed was to end up on a mudbank in the middle of the night after 9 days at sea.

Safely tied up on the isolated Quarantine Dock complete with its own floating dunny, I slept like a baby awaiting Customs, Immigration and Bio-Security clearance the following day. Before I departed Newcastle, I applied new antifoul and took pictures of the hull and thru-hulls as these are required for a NZ Bio-Security clearance. If the boat sits still for >10 days before departing for NZ, then an underwater camera inspection is performed in NZ to confirm the status of your underwater hull fouling. I also have a Ballast Water Management Plan for my 1000 litre seawater ballast tanks.

I look forward to sharing my Solo Trans-Tasman and Melbourne to Osaka stories on 13 Sep at our PSYC Clubhouse. **See you there.**



Kevin Le Poidevin sitting below in his Open 40, Roaring-Forty before the start of the 2026 Solo Trans-Tasman Yacht Race.

Photo by Kirsten Thomas.

History of our two remembrance trophies.

Berman

Max and Edna Berman initiated a meeting to form the Soldiers Point Yacht Club Members at their East Maitland home on March the 31st, 1972, inviting 11 founding members to join them in building a clubhouse. Max was a local builder and was elected as the first Commodore of the Club and did much of the groundwork in obtaining the lease for the land, NSW Government grant and development approval for the building.

Edna was a long-term editor of the Club magazine 'Quadrant' and was well known for her forceful editorial comment. She was an extremely active woman, still adventuring and scuba diving into her 80's. Edna passed away in 1996 and had instructed her daughter to provide an amount of \$1500 to the Club, the interest from which was to be used to fund prizes for an unusual sailing event, the criteria being:

- To be a family-oriented race, preferably a non-spinnaker social day
- Prizes to be awarded for the first three places, with the winners' name to be inscribed on the perpetual trophy
- The race to be run on the day following the AGM or on the first day of the new summer sailing season.

Jack Holman

How we remember Jack.

Jack was a very popular and active sailing member of our Club. Tragically he lost his life in a car accident on Nelson Bay Road. We remember him each year by conducting a race on the Saturday nearest to his birthday. The family donated a magnificent silver Trophy and each year the family members attend the ceremony at the conclusion of the race to present it.

The race always includes our Shoal Bay mark which is near his favourite watering hole...the Shoal Bay Pub! His family always attend this day and we invite all sailors to participate by either joining the race or just follow the fleet and cruise.

On one memorial occasion, the Club purchased an Open Bic Training Dinghy for the Port Stephens Sailing and Aquatic Club. They use it in their Junior Training Fleet in accordance with one of the provisions of the Deed of Gift. The Deed of Gift is framed and hung in the yacht club Clubhouse.

PSYC Merchandise

Club apparel, sailing hats and accessories are available online. Selected apparel can be personalised with your boat name. Click any product below to see current prices, sizes and ordering options.

 Women's Short-Sleeve Cotton Polo	 Men's Short-Sleeve Polo	 Long-Sleeve Polo — White / Navy Trim	 Long-Sleeve Polo — Navy / White Trim
 Rugby-Style Shirt	 T-Shirt Hoodie	 Winter Fleece 1/2 Zip	 PSYC Cap — Navy
 PSYC Cap — White	 Mesh Hat	 Bucket Hat	 Club Member Identifier Keyring
 Metal Water Bottle	 Club Burgee		

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DIRECTOR MEMBERSHIP

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Position currently available

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DIRECTOR MARKETING & SPONSORSHIP

Available

Position currently available

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PSYC Sailing Academy & training
pathways

[View Duty Statement](#)

MANAGEMENT

Management roles support the Board by coordinating the day-to-day operation of key areas of the Club. The Duty Statements define the purpose and responsibilities of each role.

MAINTENANCE MANAGER

Stephen Thomas

Facilities, maintenance, presentation and operational upkeep.

[View Duty Statement](#)

BAR & LICENCE MANAGER

Andrew Parsons

Bar operations, licensing compliance, stock control and hospitality support.

[View Duty Statement](#)

ARCHIVE MANAGER

Available

Club history, photographs, records, trophies and memorabilia.

[View Duty Statement](#)

VOLUNTEER MANAGER

Margaret McKay

Volunteer recruitment, rostering, participation, support and retention.

[View Duty Statement](#)

TRAINING MANAGER

Available

Operational delivery of the PSYC Sailing Academy and training programs.

[View Duty Statement](#)

SOCIAL COMMITTEE

Available

Social activities, hospitality, events and member engagement.

[View Duty Statement](#)

SOCIAL MEDIA

Jacinta Veitch

Coordinates PSYC social media channels, sailing and Club content, community engagement and day-to-day digital publishing.

[View Duty Statement](#)

MARKETING & MERCHANDISE

Martin Walters

Supports Club marketing and promotion and coordinates PSYC branded merchandise, suppliers, stock and member merchandise activities.

[View Duty Statement](#)

SUPPORT OUR OWN

At PSYC, we believe in supporting the people who support our Club. Our members bring an incredible range of skills, businesses and services to the wider Port Stephens community, and we're proud to help promote them. When you can, support a fellow PSYC member and keep business within our community.

Port Stephens Airport Transfers offers spacious, fixed-price door-to-door transfers to Newcastle and Sydney airports. With extra room for passengers and luggage, including larger items such as golf clubs, surfboards and prams, it's a comfortable and convenient local option for your next trip.

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Martin - 0455 777 270

SPONSORS

PSYC is proud to work with businesses and organisations that share our connection to sailing, Port Stephens and the local community.

The support of our sponsors and partners helps us strengthen sailing participation, deliver Club events and programs, support our members and continue building a vibrant future for PSYC.

We encourage our members and wider community to support the businesses that support our Club.

