

Straphanger

Port Curtis Sailing Club Inc

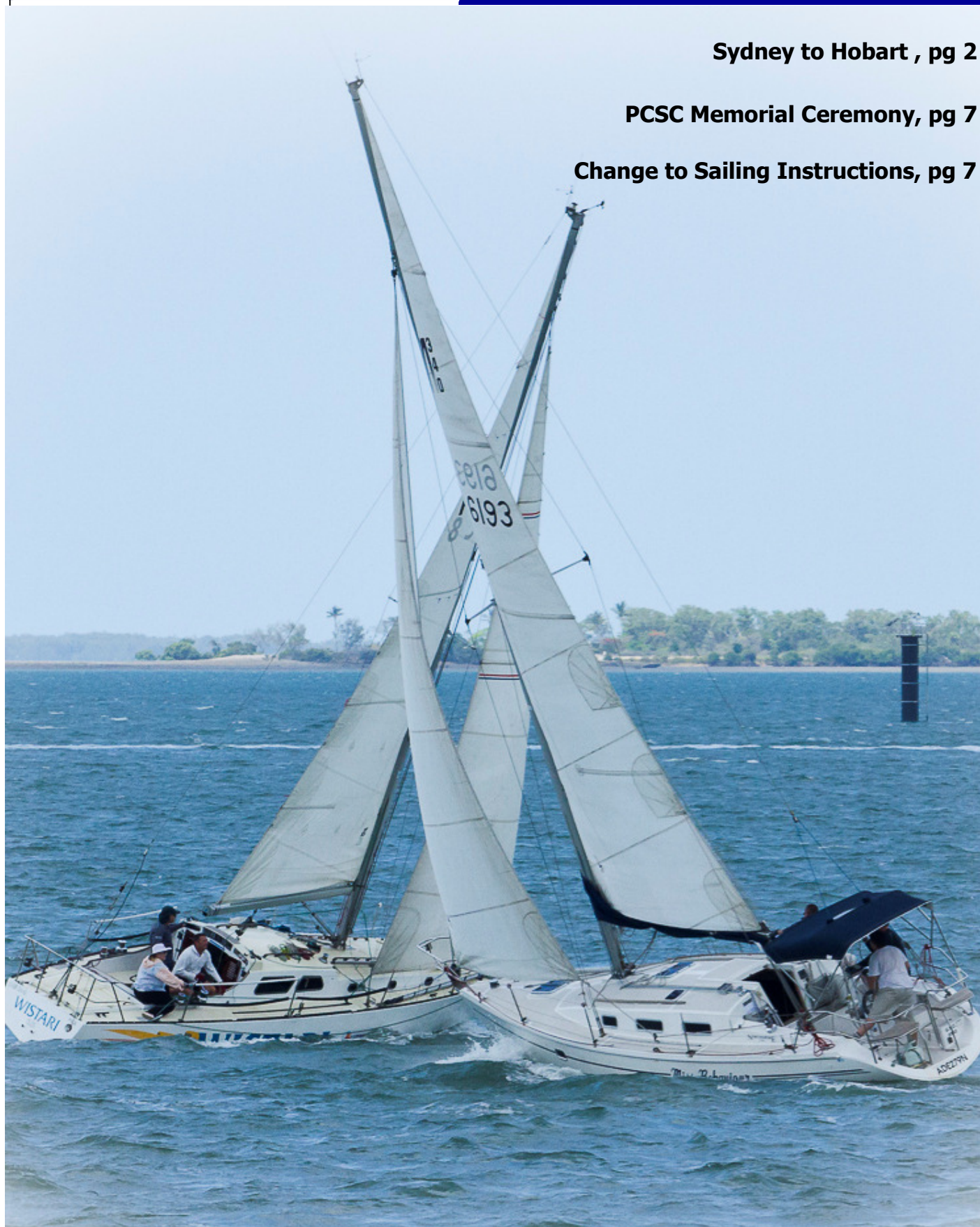
Est. 1941

February 2014

Sydney to Hobart , pg 2

PCSC Memorial Ceremony, pg 7

Change to Sailing Instructions, pg 7



ROLEX SYDNEY HOBART 2013

BY TOM BARKER

Rolex Sydney Hobart 2013 – Midnight Rambler. Tom Barker 22/01/2014

The 2013 Rolex Sydney Hobart Yacht Race turned out to be a race of everything – upwind and downwind, calms and a smoking westerly gale. It really was a typical 'Hobart'.

This year marked my tenth attempt at the race and was one of the toughest and most interesting races yet. I've raced aboard *Midnight Rambler* (formerly *AFR Midnight Rambler*) every race since the 60th anniversary in 2004.



Figure 1: Out through the Heads in front of much larger yachts.

Over the years, there have been a number of different *Midnight Ramblers*. The most famous is probably the little Hick 35 that Ed Psaltis and the crew sailed to an overall win in the tragic 1998 race. When I joined the crew in 2004 we were sailing aboard a Farr 40 OD which we continued to modify over the years for the rigours of offshore racing and to optimise her IRC handicap.

For the past three years, we have been racing a Ker 40 – a brand new design from Jason Ker in the UK. The Ker 40 is an out-and-out offshore racing machine. She is a very light displacement boat at approximately 4.9 tonnes and with our largest spinnaker measuring approximately 170 square metres she excels in strong downwind reaching and running conditions.

This year's race started in a 15-25 knot southerly which meant a flying spinnaker start. We were placed on the middle start line with the large fleet of Clipper 70s and had a fantastic run to Sydney Heads and were probably the second or third boat to the seaward mark in our fleet. The first day was dominated by mostly upwind conditions that slowly eased and shifted to the east. By nightfall, the breeze had largely backed off and we found ourselves in light conditions close to the coast off Jervis Bay. The fleet's tactics had already varied greatly with a number of larger boats making a big step off the coast in search of more breeze.

The second day saw the breeze swing to the north and become quite variable. These tricky conditions saw large changes in positions amongst the fleet as we all tried to sail in the best of the breeze we had while also trying to set up for the best of the south flowing current which was running off the south-eastern corner of mainland Australia. We did well in these conditions and headed into Bass Strait late that evening in a strong position, with good current carrying us south and a building northerly – perfect.

Day three was dominated by fast downwind running conditions perfect for a surfing Ker 40. We progressively changed down through our spinnakers – 0.75oz masthead changed to the 0.9oz masthead at about 14 knots true wind speed. 0.9oz masthead changed down to the fractional storm chute when we were getting 25 knots with frequent gusts to 28 knots. By this stage the boat and crew were in their element with boat speeds sitting around 16-18 knots with regular spurts over 20 knots as we surfed down and through the building seas.

Later that day, the breeze had built to the point the on watch crew were considering a reef in the main when we found ourselves on top of a particularly 'gnarly' Bass Strait breaker. With nowhere to go but the back of the wave in front, the boat dug its nose in hard and went from well over 20 knots boat speed to probably 13 or 14 in a matter of seconds. With 30+ knots of wind, the load in the 'chute was too much and we blew it apart across the clew. The force of the nosedive was so great that as I lay in my bunk below, I slid flying forward into the bulkhead in front of me. Fortunately, as is always good practice in those conditions, I was sleeping feet-forward otherwise there may have been some serious head or neck injuries!

The crew quickly retrieved the broken 'chute and after setting the jib top (which started to blow out immediately) went about setting a headsail. With the breeze settling between 25-30 knots we found ourselves in a tough position. It was too much breeze for our biggest spinnaker – if we set it we were sure to blow it out – but we were clearly underpowered and struggling in our prime conditions.

ROLEX SYDNEY HOBART 2013

BY TOM BARKER



Figure 2: Into Bass Strait - all the sail area we can put up!

It didn't take long and we set about reefing the main and setting our masthead Code 0. Although not designed for that purpose, the laminate sail would happily hold in that strength breeze and would be a fast and relatively manageable sail plan. Unfortunately, within only five or ten minutes of setting, the halyard it was on stripped its outer-casing and as the halyard tightened up around the winch we lost about fifteen feet. The crew attempted to retrieve the sail but couldn't get there quick enough to stop it from dropping in the water. End result – 120 square metres of sail material set out the back of the boat in the ocean in the middle of Bass Strait in 30 knots of breeze. Not a way to win yacht races.

After cutting the halyard to free the sail and gathering in what was left, we sailed on for most of the remainder of that day under headsail and main knowing our competitors were powering away from us.

Our slower than planned progress had one additional major impact. The fleet was well aware of the approaching frontal system and the gale force winds it would bring. Fortunately, this system was forecast to be mainly westerly or south-westerly meaning there was a good opportunity to get some cover under the lee of Tasmania while also being able to lay close to course the whole way down. Unfortunately, because we had lost so much time with our sail damage, we were facing the prospect of being hit by the front either in Bass Strait or Banks Strait (Banks Strait is the piece of water separating the top of Tasmania from Flinders Island. This piece of water, although much smaller than Bass Strait, is renowned for very steep seas due to the funnelling effect of the land on the seas and currents).

The front ended up arriving slightly earlier than planned at about 8.30pm on the third day. We were well prepared and quickly changed down to our number 5 headsail with two deep reefs in the main. The breeze came through at approximately 35 knots with possible gusts up around 40. The boat and crew settled into a wet but fast evening sail down the coast. Our plan of being close in to the Tasmanian coast was paying off as we had a relatively calm sea state and could continue to push the boat in the fast reaching conditions.



Figure 3: Tassie coast - #5 and two reefs.

The following day saw the breeze continue to hold at 30-40 knots from the west through to the south-west. This allowed us to sail close-hauled or just slightly cracked all the way down the Tasmanian coast. At one stage, as we crossed a stretch of less protected water south of Wineglass Bay, we changed down to the storm jib.

This led us to arrive at Tasman Island in the late afternoon of December 29th. The whole crew knew this stretch of water from Tasman light across to Cape Raoul and into Storm Bay would be the toughest sailing of the race (our crew has plenty of experience in this race. Between the ten of us there were approximately 120 Sydney-Hobart's combined). We'd already heard that one of our main competitors, Patrice had to retire prior to reaching the island and were also aware that Wedgetail, the Brisbane entry, had lost their rig earlier that day. Storm Bay did not disappoint. Back down to storm jib and double reefed main, we plugged away across the bay in 40+ knots. As you can see in the following video, the conditions were tough. The yacht in the first 20 seconds of this clip is *Midnight Rambler* as we rounded Tasman Island (see: <http://www.youtube.com/watch?v=5cMNTypDYBE>).

We finally made it to the Iron Pot and the mouth of the Derwent River. As is famously documented, the river often "goes to sleep" at night and we had arrived at nearly the worst time possible. In light and fickle conditions we tacked our way up the river to finally finish at approximately 3.30am on December 30.



Figure 4: Famous 'organ pipes' of Cape Raoul.

While not a great result for us this year, arriving in Hobart is an achievement worth celebrating so, as is customary, we headed straight to the pub to congratulate the crews of the winning boats.

The Rolex Sydney Hobart rightly stands among the classic offshore races in the world. It's a unique challenge that anyone can attempt it if they're willing to put the time, effort and commitment into the preparation required of both yacht and crew. Its other challenge is the variability – you never quite know what 'mother nature' will throw at you. But that's just part of the attraction.

MONO MASTERS AT LAKE COOTHARABA

BY MARIA MOHRHOLZ SAILING WINDSPIEL

What a difference a year does.

The forecast for this years mono masters was strong winds and rain.

But with more experience in heavy weather sailing, the forecast was not as daunting as the year before.

All in all there were 33 boats in my Division 3 and the Contenders had their national championship at the same time.

8 Impulses fronted up for the start this time.

John Ibell, Ray Hobbs and me in the Impulse class but also David Mann and Damien Van Deudekom with the Cherub flying the flag for PCSC.

Saturday morning looked gloomy with already strong wind and rain battering the boats on the beach.

Gusting around the 20 knt mark, we set sail for the first race at 11am.

Once on the water it did not feel too bad.

It was the usual battle to windward but the reaches are fast and fun in the impulse.

Compared to last year were the reaches still scared me, this year I tried to sail as fast as I could without being scared.

22nd place in the first race was ok with me.

Second race and the wind and rain intensified. I tried to stay close to John Ibell and Ray Hobbs, but they were beating me to windward. Getting to the reach and I was sailing much faster catching and overtaking both, just to lose it on the windward leg again.

Yes, room for improvement for me towards windward. 23rd place for the second race.



On the way back to the beach after the second race, Ray Hobbs got T-boned by a trailer-sailor. Which put a big hole on the port side of 'red boat'.

It was amazing to watch John Ibell and Ray Hobbs getting straight into repair mode.

Organizing resin and plywood, the hole was closed and the boat ready to sail again the next morning.

Well done John Ibell and Ray Hobbs.

MONO MASTERS AT LAKE COOTHARABA

BY MARIA MOHRHOLZ SAILING WINDSPIEL



Sunday morning brought the sun out again, however the wind was stronger than the day before.

Even at 10 am the gusts were already in the 25 knt category. I capsized in that race and got stuck in the mud. End of race for me.

Everybody was returning back to shore for lunch and the wind was still building. The boats were rocking on the beach as the wind gusts were getting stronger and stronger. The lake was looking very angry with lots of white caps. Half the fleet were packing up already as the abandon race flag got hoist at the sailing club. A good call, as the gusts were 30 knt and more.

Still a very enjoyable mono master regatta, as the LCSC is a friendly and welcoming place. The Regattas are well organized and run. Overall John Ibell got 18th place, Ray Hobbs 23rd, David Mann 20th and me 22nd place.

The Brisbane Impulse Sailor had brought the big 6-boat trailer up and they were busy packing the boats on it. Ready for John Ibell to tow the trailer to Adelaide for our National Impulse Championship at the end of this year.



JANUARY JUNIOR START SAILING

BY COLLEEN SAWATZKI



Dull would not describe the four days from 5th to 8th January at the PCSC !

Plenty of action on the water, and on shore saw Theo Ariens, Renee Fresser, Giorgio and Luca Impiccini, Anna and Gareth Meikle, Luke Starling, and Matt Willard eagerly threw themselves into all activities covering the performance areas prescribed by Yachting Australia for Start Sailing 1.

Happy and enthusiastic, these budding sailors daily rigged and derigged, mastered a new vocabulary for the parts of sails and sailing dinghies, launched and recovered their boats, and learnt basic safety requirements and sailing theory.

Capsize drill, sometimes met with trepidation, was a big hit – it was even an unexpected part of the Buddy Sail for some. Towing, in between rain showers, became another highlight, and really tested steering abilities.

Fierce competition in paddling races, knot tying races, quiz activities and games kept everyone busy.

The course reflects strongly the Discover Sailing principle that "sailing is a fun, safe, accessible and affordable sport". Actually, it's our second time we have run a four day course in the January holidays, and feel that this mode of delivery is a success. However, it is only possible with the wonderful support from our Club members who are able to help. How lucky we are to have these people! Thanks again to you all!

The eight participants are to be congratulated for their achievements and we really encourage them continue their sailing with the Club.

Thanks kids, for your efforts – it was a pleasure to work with you!

Colleen

Kids + Boats = FUN



NOTICE OF CHANGE

To

PCSC 2013/2014 Sailing Instructions

PCSC Ordinary and Junior Members are hereby notified of a change to the 2013/2014 Sailing Instructions.

Original Clause 17

17. TIME LIMIT

The time limit for each race shall be 150 minutes for Divisions 1 and 2. All subsequent finishers must be within 45 minutes of completion of the first boat. The time limit for Divisions 4, 5 and 6 shall be 75 minutes. Boats failing to finish within the prescribed time limit will be scored Did Not Finish. This changes RRS Rule 35.

Amended Clause 17

17. TIME LIMIT

The time limit for each race shall be 180 minutes for Divisions 1 and 2. The time limit for Divisions 4, 5 and 6 shall be 75 minutes. Boats failing to finish within the prescribed time limit will be scored Did Not Finish. This changes RRS Rule 35.

Summary of Change

For Divisions 1 and 2, the change will increase the overall race time to 180 minutes and remove the 45 minute limit on subsequent finishers. There is no change to Divisions 4, 5 and 6.

Effective

The change will be applied retrospectively to the 2013/2014 sailing results.

Sailing Committee

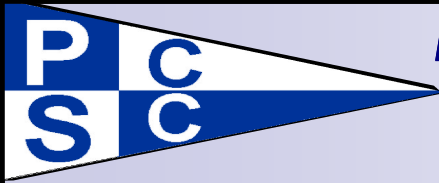
21-1-14

PCSC MEMORIAL DAY

Dedication Ceremony

In honour of past men and women Sailors of the Port Curtis Sailing Club the Memorial Plaque will be unveiled and blessed on Saturday 22nd February 2014 in a dedication ceremony commencing at 1500.

The service is by invitation, please RSVP to Reception by Wednesday 8th February.



FROM YOUR SAILING COMMITTEE

URGENT

Help Needed on Support Boats

For the remainder of the season we will be really short-handed supporting the club racing as our regular volunteers Max and Margie enjoy an adventure in their camper trailer, and Ken Watson recovers from knee surgery.

HERC – Driver and crew

HERC duties include buoy laying and rescue

Red Rib – Driver

Red Rib duties include rescue and support for the dinghy fleet.

Escort vessel when dinghy sailing in the Quoin Basin.

AND

Escort our talented photographer, Marina Hobbs

This is an ideal opportunity for Members to see what's involved with race management, have a bird's eye view of the start line, keep a safety lookout, maintain radio communications, mess around in boats and enjoy the sailing. Please see Sue or Barry if you are available.

Sailing Instructions 2013-2014

Clause 17 Time Limit - Summary of change

For Divisions 1 and 2, the change will increase the overall race time to 180 minutes and remove the 45 minute limit on subsequent finishers. There is no change to Divisions 4, 5 & 6

The change will be applied retrospectively to the 2013/2014 sailing results but has no impact on the current series leaders. The Notice of Change is displayed on the noticeboard, and in this issue of Straphanger.

Sea Survival Course

Calling for Expressions of Interest in doing the YA Sea Survival Course at PCSC before Easter. Skippers and Crew who are interested in doing this course please let David Mann know. Late press: Response has been strong, looks like we have the numbers to go ahead. Please direct enquiries to David Mann (0407 724 013) who is co-ordinating the arrangements.

Dinghy fleet - race briefing

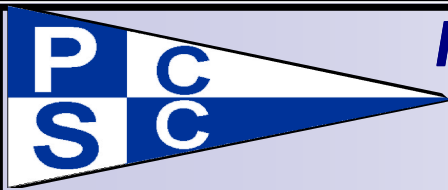
Martin Cooper will be running a short dinghy briefing for Saturday sailing, following the 1300 main briefing, with an emphasis on the course, tactics and basic rules. Of particular interest to our new Start Sailing graduates, all dinghy sailors are welcome.

Safety Boat Operator

Congratulations to John Ibell, Lynne Campbell, Rohan Berry, Peter Mann, Martin

Ten Bense and Ray Hobbs who successfully completed our first offering of the Safety Boat Operators course through our Training Centre on 11th January. Three naval cadets and one teacher also completed the course.

Big thank you goes to Instructor Kathy Starkey who travelled from Brisbane to run the course, and also to Rohan Berry and Peter Mann who doubled up as the dinghy sailor and man overboard allowing the group to practice their rescue skills.



FROM YOUR SAILING COMMITTEE



We were excited to hear our funding application to purchase two O'pen BIC dinghies under the Department of National Parks, Recreation, Sport and Racing Get Going funding program was successful.

The Get Going funding provides funding to support not-for-profit local sport and recreation organisations with one-off grants (up to \$10,000) towards projects that create opportunities for more Queenslanders to become members of sport and recreation organisations.

Our club BIC was extremely popular with our young sailors during the January school holiday start sailing program. And now, thanks to the funding, we will soon have two more. The intention is to use the BIC in the junior Start Sailing program, in addition to the Sabots, and also during club racing in a similar way to the Pacers.

Date Claimer - Youth Regatta/Val Sisley

The weekend of 8th and 9th March 2014 has been set aside for the Youth Regatta, with Sunday 9th March including the Val Sisley.

Care of Club Boats

Club members, you are privileged to have the chance to use Club Pacers for Saturday racing. Unfortunately it is necessary to remind sailors that the boats must be treated with care and left in a tidy and clean condition.

After use:-

- make sure the boat and trailer are properly washed down/cleaned
- clean, dry and pack sails before storing in boat or cupboard
- remove all bulkhead caps
- put cover on (Golding and John Joseph)
- report any maintenance problems to the PRO

Adult Start Sailing

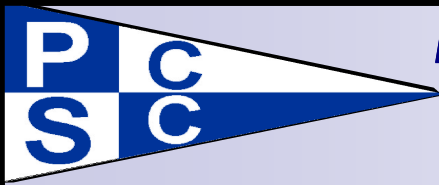
The next Adult Start Sailing program is scheduled for March



Sunday 16 th March	0800 – 1200
Sunday 23 rd March	0800 – 1200
Sunday 30 th March	0800 – 1200
Sunday 6 th April	0800 – 1200

Buddy Sailors and helpers much appreciated.





FROM YOUR SAILING COMMITTEE

CQ Championship Series

The Notice of Race for the CQ Championship series with CCYC is now on our website at www.gyc.com.au/sailing/sailing-calenders

Please note the Safety Category rating that has been assigned to this series.

BBQ Breakfast is planned for 0730 on Saturday 8th February before ocean race 0900.

Club Dinghy Regatta

With the Christmas break, Twilight in January, and the CQ Championship for yachts in February there hasn't been much on the calendar for our dinghy sailors so we have added:-

Club Dinghy Regatta **Saturday 1st February 2014 1400**

All sailing Members welcome
Don't have a dinghy - try your skill in a club Pacer or the BIC.

Upcoming Events

Club Dinghy Regatta – Saturday 1st February 1400
PCSC Memorial Day – Saturday 22nd February
Head of Harbour series 2, heat 1 – Saturday 1st March 1400
Division 1 - REMEMBER results count for championship
ASP Regatta – Weekend 8th and 9th March



VALENTINES DAY

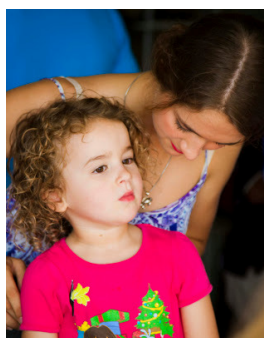
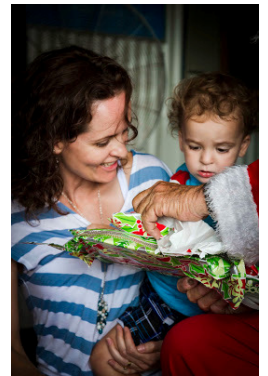
...Treat the one you love this
Valentines Day by the waterside
at the Gladstone Yacht Club.

14th February 2014

Bookings can be made on
4972 2294

CHRISTMAS PHOTOS

PHOTOGRAPHS COURTESY OF MARINA HOBBS



NAME THE BOAT COMPETITION

We opened the Name the Boat Suggestion Box to find a wonderful response from Members. Big thanks to those who entered the competition. Here are the suggestions, winners to be announced soon.

Member	Boat Name	Reason	Pacer or BIC
Graeme Davey	Watt Did The Rain Do		
January Junior S2S	Biccolo	Baby boat (piccolo baby flute)	BIC
	Fast or Furious		BIC
	Water Avocado	Upside down looks like an avocado	BIC
	Black Pearl		Pacer
	Great White		Pacer
	Under Rider		Pacer
	Over Rider		Pacer
Morgan Lewis	Little Piece of Ship		BIC
	Nauti & Nice		Pacer
	Play Buoy		Pacer
Colleen Sawatzki	Let's Rip	English names	BIC
	Flip Over		BIC
	Fun Run		BIC
	Eraser		Pacer
	Chaser		Pacer
	Dasher		Pacer
Colleen Sawatzki	Rapide (fast)	French Names <i>BIC's origin is France</i>	BIC
	Ma Puce (Sweetie)		BIC
	Chouette (fun)		BIC
	BIC un (1)		BIC
	BIC deux (2)		BIC
	BIC trois (3)		BIC
Rob Auty	Beer & Wine		Pacer
	Happy Hour		Pacer
Maria Mohrholz	Barry	I like to see Barry on the water for a long time to come.	BIC
	NO Fear	This is what you need sometimes to sail this boat.	BIC
	You & Me	A two crew boat	Pacer
	Buoy Room	Just so everyone knows	Pacer
	Port & Starboard	In case you forget, you can look at the transom	Pacer
	SOG	Speed over ground	Pacer
Caitlin Mann	Assailant	Because the boat is small and light and can sneak up on you	BIC
	Hydro Therapy	Sailing involves water and getting wet and BIC looks like a wet boat	BIC
	Kick 'n' Back	Something sailors like to do on a weekend – sit back and relax sailing	Pacer
	Peace 'n' Quiet	Sailing is an escape mechanism for some people to escape the day to day hustle and bustle of day to day life.	Pacer

Port Curtis Sailing Club Calendar 2013-14

Wk	Date	Start	Briefing	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat	Tides
						Roster Duty Boat 2 members capable of performing duties on board support boats				
						Quoin Area is the preferred dinghy course - weather permitting				
	Saturday 1-2-14	1400		Dinghy Club Regatta	Colleen Sawatzki	Barry Austin	Max away help needed	Ken away help needed		1016 4.73 1939 0.30
	Sunday 2-2-14			Peter MacDonald CQ Championships heats 1 & 2 - Gladstone Category 5	PCSC	Barry Austin				1101 4.57 1722 0.42
	Saturday 8-2-14			Peter MacDonald CQ Championships Ocean Race Gladstone-Rosslyn Bay Category 3	PCSC	Barry Austin				1101 1.76 1657 3.01
	Saturday 8-2-14	1400		Club Dinghy Sailing TENTATIVE pending support boat personnel		Barry Austin	Max away help needed	Ken away help needed		1101 1.76 1657 3.01
	Saturday 15-2-14			Peter MacDonald CQ Championships Heats 3 & 4 - Rosslyn Bay Category 5	CCYC					
	Saturday 22-2-14	1430		PCSC Memorial Day Ceremony	Barry Austin	Barry Austin				1406 3.16 2014
	Sunday 23-2-14	1100		Club Dinghy Sailing TENTATIVE pending support boat personnel		Barry Austin	Max away help needed	Ken away help needed		0947 1.70 1535 3.11
	Saturday 1-3-14	1400		Head of Harbour 2 - heat 1 (count towards championship in the event of a postponed or re-sailed heat)	Sue Doyle 0419 649 764	Barry Austin	Max away help needed	Ken away help needed		0912 4.65 1533 0.29
	Sunday 2-3-14			SRD						0954 4.58 1613 0.31

Port Curtis Sailing Club Calendar 2013-14

Wk	Date	Start	Briefing	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat	Tides
						Roster Duty Boat 2 members capable of performing duties on board support boats				
						Quoin Area is the preferred dinghy course - weather permitting				
	Saturday 8-3-14			Youth Regatta	Sue Doyle 0419 649 764	Barry Austin				0839 1.85 1445 2.87
	Sunday 9-3-14			Youth Regatta / Val Sisley	Sue Doyle 0419 649 764	Barry Austin				1021 1.83 1627 2.86
	Friday 14-3-14	1800 2000		Adult Start Sailing Theory Night	Colleen Sawatzki					
	Saturday 15-3-14	1100		Fairway (Barker) / Tripod (Watson)	Barry Austin	Barry Austin				0832 4.11 1441 0.86
	Sunday 16-3-14	0800 1200		Adult S2S session 1	Colleen Sawatzki					0902 4.13 1512 0.78
	Saturday 22-3-14	1400		Championship heat 5		Barry Austin	Max away help needed	Ken away help needed		1241 3.27 1833 1.35
	Sunday 23-3-14	0800 1200		Adult S2S session 2	Colleen Sawatzki					0756 1.58 1354 3.10
	Saturday 29-3-14	1400		Head of Harbour 2 - heat 2		Barry Austin	Max away help needed	Ken away help needed		1428 0.39 2032 4.27
	Sunday 30-3-14	0800 1200		Adult S2S session 3	Colleen Sawatzki					0850 4.37 1507 0.35
				Aquatic Permit to here						
				Start School Holidays Sat 5-4-14 to 21-4-14						
	Saturday 5-4-14	1400		Sprint Series 2 - heat 1 & 2		Barry Austin	Max away help needed	Ken away help needed		1257 2.97 1826 1.64
	Sunday 6-4-14	0800 1200		Adult S2S session 4	Colleen Sawatzki					0749 1.76 1401 2.79
	Saturday 12-4-14	1400		Sprint Series 2 - heat 3 & 4		Barry Austin	Max away help needed	Ken away help needed		0723 3.87 1333 0.93

PCSC CHAMPIONSHIP HEAT 4

BY MARINA HOBBS





OYSTERS HALF DOZEN

Natural
Kilpatrick
Thai Fusion

Member / Visitor

\$17 / \$18.5
\$18 / \$19.5
\$18 / \$19.5

PANKO CRUMBED CALAMARI

Japanese style crumbed calamari served with chips, lemon and tartare sauce.

\$17 / \$18.5

PRAWN TORPEDOES

Crispy prawn torpedoes served with chips, lemon and tartare sauce.

\$17 / \$18.5

CRISPY BATTERED FISH

Crispy battered fish fillets served with chips, lemon and tartare sauce.

\$17 / \$18.5

SALTY'S BASKET

Crispy fish fillets, panko squid rings and prawn torpedoes served with chips, lemon and tartare sauce.

\$25 / \$27

SIDES

Chips & Sauce \$6.5 / \$6.9
Chips & Gravy \$8.5 / \$8.9
Wedges, Sour Cream & Chilli \$9.9 / \$10.9



BURGERS

All burgers come on a fresh seeded bun with a side serve of chips.

CHICKEN

\$15 / \$16.5

Chicken breast fillet, tomato, bacon and mayo.

STEAK

\$15 / \$16.5

100g rib fillet, caramelised onion, lettuce, tomato and BBQ sauce.

FISH

\$15 / \$16.5

Crispy battered fish, lettuce, tomato and tartare sauce.

GET OUR **FAMOUS**
SALTY'S BASKET TODAY!
(07) 4972 2294

YACHTIES RESTAURANT

Lunch

Mon ~ Thurs 12pm till 2pm
Fri ~ Sun 11:30pm till 2.30pm

Dinner

Sun ~ Thurs 6pm till 8:30pm
Fri ~ Sat 5:30pm till 9pm

DUDLEY'S BAR & SALTY'S KITCHEN

Fri ~ Sat from 2pm
Sun from 10am

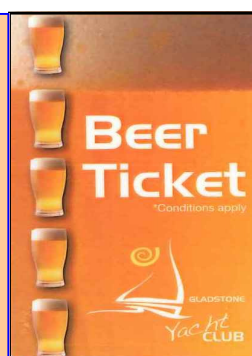
SUNDAY BREAKFAST

From 8am (Salty's kitchen)



Price Buster Beer Ticket \$13.00 per ticket or \$2.60 per drink,
basic beer, house wine or soft drink.
The vouchers can be used on Fridays from 2pm to 6pm.

Only available to Life, Ordinary Sailing Club Members and
Pensioners from reception or bar.



The PCSC proudly gives thanks to;



Fuel for the Future

Gladstone Yacht Club

Phone: 07 4972 2294 or Fax: 07 4972 7872

Web: www.gyc.com.au

E-mail: admin@gyc.com.au

1 Goondoon Street, PO Box 1070, Gladstone



Port Curtis Sailing Club

Commodore: John Ibell (0429 855 180)

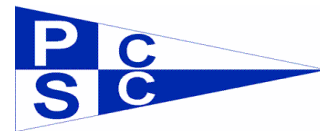
Vice Commodore: Sue Doyle (0419 649 764)

Club Captain: Lex Moran (0418 794 286)

Treasurer: Brad Greer (0419 244 245)

Secretary Manager: Brian Dawson

(brian@gyc.com.au or 0418 722 243)



Straphanger Contributions

We want to hear what you have to say.

If you would like to contribute to any future editions of the PCSC Straphanger, please contact reception on: Ph: 07 4972 2294 or Fax: 07 4972 7872 or Email: admin@gyc.com.au

If you would like to unsubscribe to this Newsletter, please email your Name and Membership Number to admin@gyc.com.au

Disclaimer:

The Port Curtis Sailing Club (PCSC) Straphanger is published and distributed on a monthly basis by the Staff of the PCSC. Articles reflect the personal opinions of authors and contributing persons, and may not reflect those views of the PCSC. The PCSC does not guarantee the accuracy of articles and statements published within the PCSC by contributors/author.

*FAMOUS for our Food, FAMOUS for our Wines,
FAMOUS for our Sailing, FAMOUS for our Service.*