



Newhaven Yacht Squadron

QUARTERLY

Autumn 2015



Dinghy sailing - Where it all starts at Newhaven Yacht Squadron



Inside: *Dates to Remember ~ A Tale of Two Ships*
Sailability ~ New local tide chart

www.nys.org.au

Your Committee

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Sailing – Pauline Draper, Alen Garrett, Andrew Purnell, Pat Street, Peter Watson, Ray Frith, Mathew Draper, Craig Begbie

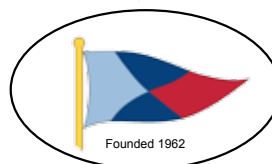
Motor Boats & Angling – Pauline Draper, Andy Chappell, Dave Blakemore, Peter Batty, Kevin Chambers, Terry Sheppard, Alen Garrett, Colin Willis

Safety & Training – Stan Jackson, Pauline Draper, Alen Garrett, Ray Frith

Magazine – Phil Seymour, Kevin Holt, Bob Sterling, Pauline Draper

The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981
Reg No 6155



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Photos: Simon Pollard, Rhonda Buitenhuis, Kon Cili

LAST DAY TO SUBMIT ARTICLES FOR NEXT ISSUE 1st May 2015

Welcome from the Commodore



WELL, SUMMER IS DRAWING TO A CLOSE and over the last quarter there has been a huge amount of activity around the club. The weather over summer has been a bit disappointing, but that hasn't deterred our members from having a great time mucking around in their boats.

There have been some excellent social events as well, and Kon and his Social Committee have worked hard to make the various events and activities great fun and all events have been well attended and enjoyed by those who came along and participated. The servery is also working well and I have had some excellent comments from members about the way it is functioning. The new renovated clubrooms are the envy of many clubs and it is fantastic to get so many positive comments from both members and visitors.

Saturday night Happy Hour is seeing more and more members coming along and enjoying great comradeship and that's also excellent to see. NYS is one of the best yacht clubs in Victoria— and perhaps Australia— and it makes me feel proud that a club that has been going for 53 years is still going strong, with great values. It is you, the members, that make the club a special place and it is always a joy to come to the club and see people from all walks of life getting on, smiling and genuinely feeling a sense of belonging and enjoying all sorts of boating and social activities.

Boating is such a wonderful activity and whether you are a cruising sailor, a competitive sailor, a fisherman or just enjoy mucking around with boats, this is the common thread that brings us together. If you haven't been involved with our activities lately, or visited the club, please feel welcome and get the most out of the club; come for a sail, or get a group together and go for a cruise, or just come along and enjoy the fellowship.

Some of you will have seen that Andy Chappell retired from the Committee due to work and personal pressures. We were very sad to lose Andy from the Committee, he was a valued member of the group but I am pleased to say that he has nominated to stay on the Boating sub-committee.

Being on the Committee as a volunteer is a commitment and does take up some time but at the same time can be very rewarding. We are now talking to members who may be interested in taking on this position if they feel they have some skills to bring to the table to help with the management of our club. We would particularly like to see a member who is interested in motor boats and perhaps fishing and would like to represent these activities. If you feel you have something to offer and would like to apply or even

just discuss the possibility, please give me a call. I would be delighted to hear from you.

To finish, I would like to take the opportunity to wish all members and their families a very happy, healthy and safe 2015 and look forward to seeing you around Newhaven enjoying your boats and our club.

Best Wishes

Peter Buitenhuis



Newhaven Yacht Squadron

Opportunity to join the Committee

Andy Chappell who has been an active member on the Committee has resigned due to his work load and other commitments. The position now available is 'Other Member' and Andy has specifically been looking after Fishing as his portfolio.

We are seeking a member who would like to contribute to the running of the club and in particular be involved with the fishing aspects of the club.

It is a great honour to be on the Committee and if you feel you have the time and interest I would be pleased to discuss the position further.

Peter Buitenhuis
Commodore
0407 045 525

On the Water

with the Rear Commodore

Pauline Draper



WHILE IT FEELS like I only just finished my last report for the magazine, the last few months have been very busy with on-water events.

This year the weather has affected some of our Summer Series races. Race 1 of the Singled Handed Races had to be abandoned due to high winds and the Commodore's Cup suffered the same fate. Fortunately, we had two Single Handed races in the calendar and we have re-scheduled the Commodore's Cup for late March. There have been a number of changes made to the calendar in an attempt to reschedule races. Please keep an eye on the website as it has the most up to date calendar and emails have been sent to our sailors. If anyone would like to be added to the sailors' emails, please send me your email address via the Rear Commodore email address listed on the website.

There were not enough entries to run the Half Phillip Island Race on the same day as the Round Phillip Island Race so we ran this race as part of our Aggregate Series. Seven boats entered the race on a very windy day. Instead of going to Buoy 11 it was decided to keep the boats a little closer to home. We set the course to the Tortoise Head Buoy and then to the Hydrology Pole at Elizabeth Island. The run between these two marks made the sailors work hard with the gusty conditions.

The first race of the Triangular Series was held on Saturday the 17th of January. This was another heavy weather day and two of our boats decided to withdraw. Cowes Yacht Club performed very well as they usually do in their home race and lead the series. We have two more races and I am sure Newhaven will perform well and hopefully win the Don Manning Trophy again.

We have also lost two of our dinghy race days due to weather and lack of numbers. The Rosebowl Regatta was postponed due to lack of numbers, a number of our sailors were away at other sailing events, so it was rescheduled for February the 28th and March the 1st. We are in the process of organising a fun family sailing day for Easter Sunday starting at 1pm. If you would like to try sailing, have a boat and need a few tips or would just like to get involved please come along. Please remember to bring a life jacket if you have one and clothing that can get wet if you don't have a wetsuit. Some kind of footwear is an absolute must, either wetsuit boots or an old pair of runners.

We still have a number of races left in the season. The Three Humps Race is scheduled for March the 21st, this race was cancelled last year due to a shortage of runners. We are in contact with a couple of running clubs so hope to have sufficient runners this year. We are also looking for volunteers to help with the race. If you are available please let me know. The Ladies Race will be held on Easter Saturday, this is always a lot of fun and a chance for the girls to give the orders for a change.

Our presentation night will be held on the 9th of May. This year we will have a pirate theme so please dress up and join in the fun. We are working with the Social Committee to run a dinner and at this stage it may be a pasta night. More information will be available closer to the date.

See you on the water

Pauline

SAILING RESULTS

Division 1

EVENT	FIRST	SECOND	THIRD
Aggregate 3 22-11-14	Fubbs Andrew Purnell	Circe Rob Wilson	Dark Knight Toby Leppin
Round Phillip Island 29-11-14	Laafin Kon Cili	Slipstream Mark Cassar	Yasawa Craig Baker
Aggregate 4 14-12-14	Slipstream Mark Cassar	Dark Knight Toby Leppin	Apricot Free Ken Stuchbery
Double Handed Race 10-01-15	Corason Peter Brown	Make my Day Ray Frith	Sea Farrer Michael Dixon
Aggregate 5 17-01-15	Circe Rob Wilson	Apricot Free Ken Stuchbery	Fubbs Andrew Purnell
Aggregate 6/ ½ Phillip Island 30-01-15	Circe Rob Wilson	Slipstream Mark Cassar	Apricot Free Ken Stuchbery

Dates to Remember

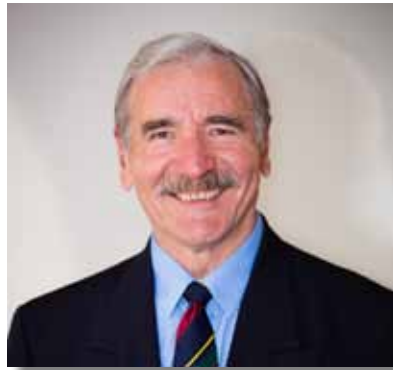
DATE	HIGH TIDE	LOW TIDE	EVENT	BRIEFING	START	OOD
MARCH 2015						
Saturday 7	1447 - 2.56	0819 - 0.89	Motor Boat and Sailing Cruise			
Sunday 8	1531 - 2.67	0900 - 0.77	Motor Boat and Sailing Cruise			
Monday 9	1610 - 2.77	0939 - 0.66	Motor Boat and Sailing Cruise			
Wednesday 11	1723 - 2.86	1047 - 0.49	Midweek Twilight Racing			
Saturday 14	1915 - 2.79	1224 - 0.43	Aggregate 8/Triangular 3	900	1100	Newhaven
Sunday 15	1958 - 2.72	1300 - 0.45				
Saturday 21	1348 - 2.77	0700 - 0.74	Three Humps		900	
Sunday 22	1455 - 2.96	0804 - 0.52	Dinghy 7 & 8	1300	1400	Pauline Draper
Wednesday 25	1734 - 2.86	1036 - 0.14	Midweek Twilight Racing	1500	1600	
Saturday 28	1942 - 2.88	1244 - 0.36	Commodore's Cup	1000	1100	Pauline Draper
Sunday 29	0729 - 2.62	1324 - 0.52				
APRIL 2015						
Friday 3	1223 - 2.33	1817 - 1.11	Good Friday			
Saturday 4	1330 - 2.48	1918 - 1.07	Easter Saturday			
Saturday 4	1330 - 2.48	1918 - 1.07	Royal Childrens Hospital Appeal Breakfast		830	Kon Cili
Saturday 4	1330 - 2.48	1918 - 1.07	Ladies Race	1200	1300	
Saturday 4	1330 - 2.48	1918 - 1.07	Easter Bunny		1800	Kon Cili
Sunday 5	1322 - 2.64	1908 - 1.01	Easter Sunday			
Sunday 5	1322 - 2.64	1908 - 1.01	Introduction to Sailing Fun Day		1300	
Sunday 5	1322 - 2.64	1908 - 1.01	End Daylight Savings			
Monday 6	1407 - 2.79	0719 - 0.73	Easter Monday			
Saturday 11	1717 - 2.97	1024 - 0.42	Committee Meeting		0900	Peter Buitenhuis
Saturday 11	1717 - 2.97	1024 - 0.42	Night Race	1700	1800	
Sunday 12	1756 - 2.91	1100 - 0.45				
Saturday 18	1120 - 2.70	1659 - 0.94	Aggregate/Triangular Resail	1200	1300	if required
Sunday 19	1235 - 2.90	1815 - 0.90	Around French Island			Motor boats
Saturday 25	1734 - 3.15	1035 - 0.37	Anzac Day			
Sunday 26	1811 - 2.93	1115 - 0.51				
MAY 2015						
Saturday 2	1050 - 2.40	1630 - 1.31				
Sunday 3	1155 - 2.55	1737 - 1.28				
Saturday 9	1622 - 3.11	0920 - 0.44	Committee Meeting		0900	Peter Buitenhuis
Saturday 9	1622 - 3.11	0920 - 0.44	Presentation Night - Pirate Theme		1800	Pauline Draper
Sunday 10	1700 - 3.07	1001 - 0.45				
Saturday 17	1108 - 2.82	1638 - 1.12				
Sunday 18	1217 - 2.98	1753 - 1.09				
Saturday 23	1630 - 3.15	0927 - 0.43				
Sunday 24	1706 - 3.06	1009 - 0.54				
Saturday 30	0900 - 2.42	1425 - 1.35	Winter Series Race 1	1200	1300	Make My Day
Sunday 31	1005 - 2.49	1532 - 1.42				
JUNE 2015						
Saturday 6	1544 - 3.12	0846 - 0.28				
Sunday 7	1627 - 3.08	0931 - 0.29				
Saturday 13	0905 - 2.76	1436 - 0.92	Committee Meeting		0900	Peter Buitenhuis
Sunday 14	1011 - 2.82	1543 - 1.02	First Aid Course		0900	Stan Jackson
Saturday 20	1545 - 3.06	0857 - 0.40	Winter Series Race 2	1200	1300	Laafin
Sunday 21	1623 - 3.00	0939 - 0.48				
Saturday 27	0757 - 2.45	1326 - 1.16				
Sunday 28	0851 - 2.48	1417 - 1.25				
JULY 2015						
Saturday 4	1436 - 3.04	0736 - 0.31				
Sunday 5	1524 - 3.08	0828 - 0.27				
Saturday 11	0751 - 2.77	1322 - 0.80	Committee Meeting		0900	Peter Buitenhuis
Sunday 12	0850 - 2.77	1418 - 0.92				
Saturday 18	1440 - 2.90	2034 - 0.87	Winter Series Race 3	1100	1200	Slipstream
Sunday 19	1521 - 2.91	0836 - 0.51				
Saturday 25	1832 - 2.67	1213 - 0.97				
Sunday 26	1910 - 2.60	1254 - 1.06				
Sunday 13	1251 - 2.51	1853 - 1.00				
Saturday 19	1626 - 2.73	1015 - 0.76	Aggregate 1	1200	1300	
Sunday 20	1657 - 2.69	1049 - 0.81				
Saturday 26	1000 - 2.59	1538 - 1.01				
Sunday 27	1106 - 2.62	1653 - 0.91				



Committee Members 2014 - 2015



Peter Buitenhuis
Commodore



Florian Andrighetto
Vice Commodore



Pauline Draper
Rear Commodore



Bob Sterling
Secretary



John Baragwanath
Treasurer



Kon Cili
Social Secretary



Ray Frith
Safety Supervisor



Alen Garrett
Boating Secretary



Stan Jackson
Training Officer



Other Member



Phil Seymour
Other Member & Quarterly Editor



Derrick Kershaw
Other Member

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Andy Chappell 0407 996 763
(NYS Member)

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Email: info@yaringa.com.au

MARINA BERTH WAITING LIST – *As at 10-02-2015*

NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12
A. HUTHER	4/17/2009	5/18/2009							X
S. JACKSON	6/28/2010	7/10/2010					X		
S. FLACK	RELISTED	4/1/2011		X					
D. THOROGOOD	RELISTED	4/1/2011	X						
T. BOSCHMA	4/1/2011	4/1/2011							X
S. BILALIS	6/19/2011	7/19/2011		X					
M. DIXON	7/3/2011	7/9/2011		X					
C. CAMPBELL	11/17/2011	12/19/2011	X						
C. ZAMMIT	12/11/2011	1/14/2012		X					
R. EDWARDS	1/14/2012	1/14/2012		X					
P. WELLS	1/8/2012	1/14/2012		X					
G. RUSSELL	1/14/2012	2/14/2012				X	X		
J. SELLERS	RELISTED	5/23/2012		X					
C. GORAL	RELISTED	6/8/2012		X					
P. YOUNG	RELISTED	7/31/2012		X					
G. TAYLOR	11/18/2012	12/12/2012	X						
T. PATKIN	12/12/2012	12/12/2012							X
D. LOWEY	12/13/2012	1/9/2013	X	X					
P. BENJAMIN	RELISTED	1/25/2013					X		
G. BIGGS	RELISTED	3/30/2013					X		
K. PRATT	RELISTED	4/19/2013					X		
M. ELLIOTT	4/27/2013	5/4/2013		X					
R. CARSON	RELISTED	5/20/2013	X	X					
A. DENMAN	RELISTED	6/14/2013	X	X					
D. MAWER	3/3/2013	7/13/2013		X	X				
G. BIRD	4/24/2013	7/13/2013	X	X	X				
D. SADLIER	8/24/2013	10/12/2013	X	X	X				
K. GWYNNE	8/31/2013	10/12/2013					X		
M. SANDO	9/24/2013	10/12/2013		X	X				
P. WOOD	10/17/2013	11/9/2013	X						
J. REITER	RELISTED	10/22/2013			X				
A. RIGBY	10/30/2013	11/9/2013							X
A. McLEOD	10/31/2013	11/9/2013	X						
K. WOOLAN	11/10/2013	1/11/2014	X	X					
N. WHITE	11/27/2013	1/11/2014	X	X					
A. O'SHEA	RELISTED	1/11/2014			X				
R. MORGANELLA	12/7/2013	1/11/2014	X	X	X				
J. GROVES	1/11/2014	2/7/2014	X						
A. GLASS	1/13/2014	2/7/2014	X						
A. DEAR	1/12/2014	2/7/2014		X					
J. LEAHY	2/18/2014	3/8/2014	X	X					
C. NORTHOVER	RELISTED	3/25/2014	X	X	X				
S. PORTER	4/16/2014	5/10/2014		X	X				
G. RICHARDS	4/22/2014	5/10/2014			X				
S. BANN	RELISTED	4/22/2014			X				
IAN. HITCHINGS	4/11/2014	5/10/2014				X			
C. WARTNABY	RELISTED	4/30/2014		X					
R. PARKER	RELISTED	5/13/2014		X	X				
G. BOULD	RELISTED	5/17/2014					X		
D. LOWETH	6/25/2014	7/12/2014		X	X				
S. BELL	7/24/2014	8/9/2014		X	X	X			
D. FUNSLOW	7/25/2014	8/9/2014					X		
G. BETT	9/2/2014	9/13/2014		X	X	X			
C. BAILEY	9/7/2014	10/11/2014	X	X					
R. HEMMINGS	10/25/2014	10/25/2014			X				
S. Konstantopoulos	10/25/2014	11/8/2014	X	X					
L. MILNER	12/2/2014	1/10/2015		X					
M. TREVENA	1/18/2015	2/7/2015	X	X	X				
T. RAWLINGS	1/21/2015	2/7/2015			X	X			

NYS Social Scene

Kon Cili



DEAR MEMBERS AND FRIENDS. We have had quite an active time since my last report. The major events like our Christmas Dinner on 6th of December were attended by members and guests with a fully catered dinner and a great band "Rockhouse". The event was enjoyed by all with plenty of fun and dancing. Your Social sub-Committee is very interested in your feedback so we can improve future events around the club. Engaging a variety of different bands was one of the outcomes from the feedback we received.

The second event in December was the New Year Celebration. The idea to have this event was floated by a few members and as we didn't have much time we quizzed people during the Christmas dinner and had a booking of 25 by the end of the night. It was a positive start. The band was booked and in the short time left we managed to increase this initial number to close to fifty. Then in the last twenty four hours before the celebration we picked up a further 25 members and guests. The stage was set, and everyone who attended will tell you that we all had a great night. The "Backdated Band" from Melbourne was excellent. The sound and type of music they played was superb and they stayed an extra 45 minutes after midnight. The band showed their appreciation to the people on the dancing floor. Not really sure whether a few of us passed the test trying to belt out the song The House of Raising Sun but with more practice we may get there – haha!! Here is the e-mail recieved few days after the New Year celebration from the band, proof the Social Club is on the right track:

G'day Kon & Happy New Year

I and the band (Backdated) would like to thank you for letting us play at your NYE celebrations.

Hope we helped bringing in the New Year for everyone.

We all had a blast especially with a very responsive, and happy audience, great to see most get up and dance.

If there is any other opportunity to play again in the future, we would love to

Many Thanks,

Derek Fenn for Backdate

Throughout 2014 your support on the social scene was superb. We set a high standard and together we can make it even better in 2015.

Coming events are Easter and the Presentation Night (Pirate theme). Easter will start with early breakfast (sausage sizzle at 8 a.m.) with all proceeds going to the Royal Children's Easter Appeal and then followed by the Ladies yacht race and at 5.30pm the Easter Bunny will entertain all the kids in the club for an hour or so.

For the Presentation night the Social sub-Committee came up with the idea to have a Pirate theme night. We are also thinking to engage cheaper catering. So let us know if you have any ideas, give us your feedback so we can start to work on this sooner rather than later. Also it's worth mentioning that our social scene on Saturday happy hour has greatly improved. More members, their families and guests are visiting the club. Two weeks before Australia Day weekend over 50 people came to the Happy Hour. It was a great atmosphere.

I am happy to say that the feedback about the BBQ on the balcony, the lounge suite in the club house and WiFi was excellent and all very positive. That was possible only because your Social sub-Committee have very dedicated members whose priority is to lift the standard of the Club. We can go even further in regards to improvements. By the way, any help around the Club is very much appreciated and on behalf of sub-Committee I would like to give my biggest thanks to all helping hands who always do a superb job behind the scenes in the preparation and afterwards (cleaning) for every event in the club.

See you around the Cub,

Kon

DATES TO REMEMBER

Easter Saturday, 4th April

Breakfast for RCH (sausage sizzle) from 8 to 10.30

Easter Bunny, 4th April

5.30pm after the ladies race.

Presentation Night, 9th May

Pirate theme and Pasta Night \$15 p.p.

Annual Squadron Dinner 4th July

("Backdated" band already booked)

Please join us for plenty of fun

Adventure Calls

John Campbell O.A.M.

DURING THE BI-CENTENARY, whilst Australians were celebrating the arrival of the first fleet, there was much focus on the tall ships. The re-enactment fleet, manned by volunteers, having sailed from England, was joined in Sydney Harbor by the tall ships from many countries for a magnificent sail-past.

Subsequently both fleets visited Melbourne, following which the re-enactment fleet sailed to Portland. (I was fortunate to join the Swedish barquentine *Amorina* for this voyage as part of the guest crew).

In 1988 as a bi-centennial gift, the U.K. Government gave to Australia a beautiful sailing vessel, the *Young Endeavour* as a sail-training vessel for young Australians. Since then many young men and women have been able to serve as trainees, working as a team, learning to work the ship in fair winds and foul winds and “standing watch”. Some trainees who could not afford the fees have been sponsored by the Order of Australia Association.



Currently the vessel is undergoing a refit in preparation for a twelve month's round the world voyage later this year. The Governor-General has announced this voyage and launched a national ballot for berths for young Australians aged 18– 30 on the nine legs of the round the world venture.

Finally, this can be the experience of a lifetime. As one who has served as part of the “guest crew” on three different vessels on ocean passages, I recommend the experience– it's awesome!

(For more information see:

<http://www.youngendeavour.gov.au>)

Welcome Aboard



Andrew Lone & Sandy Monkhouse-Lone

Byron Perrin & Robyn Lindsay

Michael Petrusch Martin & Allison Trevena

Peter & Jill Calder Terry & Wendy Burns

Bronwyn & Rodger Pratt Daniel & Rhianna Gay

Tom Rawlings & Jan Bayliss

Glenn & Linda Stapelton Gary & Rosalie Simmons

Russell & Dawn Webster Lyn & Geoff Milner

Darren & Rachelle Saunders

*A very warm welcome to all the new members above.
We look forward to seeing you around the Club.*

*Come along and join in the activities or just drop
into the Clubhouse for a cuppa anytime. We have an
informal BYO Happy Hour every Saturday evening
from 6pm.*

*We would love to catch up with you, so please feel free
to call in whenever you are about.*

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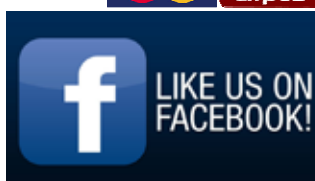
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A Tale of Two Ships

The Unlucky Twins

John Baragwanath SSV

IT IS INTERESTING the obscure manner in which many Nautical stories evolve. In this case a friend was seeking some information on *SS Geelong* on which her grandparents emigrated in Australia, arriving in Melbourne in August 1914. The unfortunate fate of this ship after this date will be explained later in the article.

The latter part of the 19th Century saw considerable advances in engineering – none as great as in the shipbuilding industry. The reader could consider *HMCS Cerberus* as the start of the technological dawn – the first warship built without sails. The next few years also saw the construction of boilers go from simple expansion to triple expansion then eventually to drive turbines.

Much of this technology was driven by the British desire to continue to have the most powerful Navy in the world. However there was the inevitable spill over into the commercial world which meant new ships would go faster with less coal thereby transporting more people and cargo cheaper and with greater frequency.

The Blue Anchor Line was an early adopter of this new technology with the construction of two new ships – *SS Commonwealth* and *SS Geelong*. The first of these being *SS Commonwealth* was built in 1901 by Barclay, Curie & Co in Glasgow. She had a displacement of 6,616 gross tonnage, was 450 feet long with a beam of 52 feet (137.2 X 15.8 Metres). Her service speed was 14 knots and her propulsion was by triple expansion boilers with twin propellers – the first to be fitted with this new technology.

These ships were considerably larger than previous ships owned by the company. *SS Commonwealth* was launched on 23 August 1901 by the Countess of Hopetoun. She was named *SS Commonwealth* as Australia had become a Commonwealth on 1 January 1901.

Permanent cabin accommodation was provide for 75 first class and 70 third class passengers, but in addition about 250 migrants could be carried on the outward voyage in temporary quarters in the 'tween decks.

On 28 October 1902 *Commonwealth* left London on its maiden voyage to Australia via Cape Town, arriving in Sydney on 19 December. The next day the following description of the vessel appeared in the Sydney Morning Herald:

Accommodation is provided for about 745 first-class passengers amidships in especially large and well-lit and ventilated staterooms. The saloon, which is situated at the fore end of the bridge, extending the full breadth of the vessel, is tastefully fitted up in polished oak and teak wood. A large music room, panelled in oak and a smoke room in mahogany are fitted on the bridge deck. A boat deck is fitted over the full length of the bridge forming an exceedingly fine sheltered promenade for passengers.

Third class passengers to the number of 70 are accommodated in a long poop. The staterooms are arranged for two, three, four and six passengers; and a large dining room is provided under the poop deck. A smoking room, ladies room, and saloon entrance are fitted up in good style in houses upon the poop deck. Separate galleys, fitted up with steam ovens, grills, and all other cooking apparatus, are provided for first and third class passengers, and the pantries, sculleries, bakeries etc are carefully arranged to facilitate the preparation and dispensing of passengers' meals. Large porcelain baths with hot and cold water and showers, and all other sanitary fittings are provided for the passengers, officers and crew. The upper 'tween decks fore and aft are arranged to accommodate about 1,200 troops when required.

This last feature was a portent of things to come but don't forget the Boar War was also upon Britain at this time.

The second of the two ships was built in 1904, again by Barclay, Currie & Co of Glasgow and christened *SS Geelong*. Considerably larger at 7,951 gross tonnage it was all in the beam as she had almost identical dimensions of 450 feet long but this time with a beam of 54 feet (137.2 X 16.4 metres). She was also capable of 14 knots and powered by a similar triple expansion engine again with twin propellers.



SS Geelong

It had been the original intention of the Blue Anchor line to name the second vessel Australia but the P&O Line had already had a ship of that name on the Australian trade. Instead the ship was named *Geelong* when launched on 19 March 1904. The extra beam meant it provided accommodation for 90 first class passengers and a maximum of 450 in third class. *Geelong* left London on 27 May 1904 on her maiden voyage going via Cape Town to Albany, Adelaide, Melbourne and Sydney, arriving there on 11 July. On that day the Sydney Morning Herald reported:

“The Geelong is a really magnificent vessel, and cost about £140,000 to build and equip. The passenger accommodation is excellent, that in the first class being situated amidships. The dining hall is an especially handsome and well-lighted apartment, done in light oak and teak, and capable of seating 90 persons at one time. The social hall, smoking room and state rooms leave nothing to be desired, and are quite up to those to be found in the most modern mail liners, plenty of space and light being the striking features throughout. The bridge deck, amidships, is 167 feet long (51 Metres), and affords a splendid promenade. A remarkable thing about the passenger accommodation is that passengers can get from any of the cabins to the dining room, smoking room, bathrooms etc, without having to go onto the outer deck, all these being under one cover.



The steerage accommodation is under the poop and is probably unsurpassed on any vessel of similar size afloat. It comprises state rooms, fitted with lavatories, and wire mattresses, and containing all the conveniences to be found in the first class, whilst a smoking room, social hall etc, with piano are also supplied. The poop deck supplies an ample promenade. The ship is lit with electricity throughout, and a large section of the cargo space is insulated for the carriage of perishable goods.”

In 1908 a larger ship, Waratah, joined the Blue Anchor fleet, but on its second voyage it sank off the coast of South Africa in July 1909. The loss destroyed the Blue Anchor Line, and six months later the assets of the company were purchased by the P&O Line.

Commonwealth had been scheduled to depart London on 1 March 1910 for Australia, but this sailing was taken by a P&O ship, and *Commonwealth* was refitted, the first class accommodation being removed, increasing capacity to 450 in third class only. *Geelong* was also refitted, to carry a maximum of 700 third class passengers only.

Commonwealth made its first sailing as a P&O ship from London on 15 September 1910, still on the same route. The service continued under the Blue Anchor name for six months, but in June 1910 it was renamed the P&O Branch Line, although the Blue Anchor funnel was kept until late 1913, when the two ships were given the P&O black funnel.

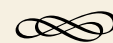
A week after its arrival from Britain with its customary cargo of immigrants in August 1914, *Geelong* was immediately taken over by the Australian Government for trooping service as war had broken out, being allocated number A2. Converted in Melbourne to carry 62 officers and 1,539 other ranks, it went to Hobart to board troops. *Geelong* then went to Albany, where the first convoy to be sent overseas in the war was assembled, departing on 1 November 1914, and disembarking the troops in Egypt.

Several months later *Commonwealth* was also requisitioned by the Australian Government; being allocated number A73, and fitted out to carry 23 officers and 982 other ranks.

On January 1 1916 *Geelong* was in a convoy in the Mediterranean when it collided with the British steamer Bonvilston some 100 miles (160Km) north of Alexandria, as a result of which the *Geelong* sank.

After a quick refit it was the *Commonwealth* that re-opened the P&O Branch Line service with a sailing

from London to Australia in October 1919, but with new ships being built for the trade, the vessel was withdrawn in 1922 and offered for sale. Although only twenty years old, in 1923 *Commonwealth* was sold to Italian shipbreakers.



Acknowledgements:

Peter Plowman's excellent book Migrant Ships to Australia and New Zealand 1900 – 1939.

Ms Kirsty Marshall of the Museum Victoria Discovery Centre Team

Author's own research

Around the Club



Sailability - a growing part of NYS activities



Australia Day cruise



Fishing Day in the marina



George Reek takes on the Cross Channel swim and run



No Landing - unless you are a bird



*NYE - Proved to be a great night for everyone.
Below: The usual suspects vocalising*



*Two Handed race.
Right: Mary Brown receives
Winners trophy*



Sailability Report

Stan Jackson



BIG BOAT DAY – November 21, 2014

A HUGE “WELL DONE” to everyone involved in Newhaven Yacht Squadron’s second successful Sailability event! Like the first Sailability day on May 23, 2014, this one was so positive due to the overwhelming support and participation provided by NYS members. We had about thirty members who took part by taking students out in their boat or by crewing on someone else’s boat; and we had other members who were busy doing tasks like handing out and recouping lifejackets, or recording who went where with whom. A fantastic response! This part of our Sailability program (taking students out in larger yachts and motor boats) is unique in the state – we are the only club who offers this opportunity.

The aim of our day was to provide the students with a safe and enjoyable time during which they had experience in motor boats and yachts, and had opportunity to appreciate the environment around Newhaven– and the weather was just ideal for the purpose.

The day started with a briefing by Alen Garrett for the club members before the students arrived. Alen’s briefing included a warm welcome to Daniel Poynton from Gippsport (Daniel has been an invaluable linchpin between NYS and the participating schools), and Marj Arnupp (Rural Access Project Officer with South Gippsland Shire Council). Daniel responded by thanking the club and the volunteers. He said that in all his time working in his current role he had never seen so many members from a club volunteer and participate in an event involving people with disabilities. Again, a huge thanks to all involved.



When the morning session students from Bass Coast Specialist School in Wonthaggi and the South Gippsland Specialist School in Leongatha arrived, they assembled in the downstairs clubhouse for their briefing. After Alen welcomed our visitors, he stressed the need to be safety conscious, and outlined some basic points – one being the need to wear lifejackets at all times when outside the clubhouse fence.

Then the students were fitted into their lifejackets. (The club was able to purchase thirty lifejackets of different sizes for the Sailability program by way of a \$1000 grant from the Bass Coast Shire and a \$550 grant from Yachting Victoria). The students found wearing a lifejacket to be a novel and exciting experience. They were then allocated to boats and introduced to their skippers and crew. Then they were off on their great adventure!

Seventeen students and five support staff went out on nine boats, while three students stayed ashore and fished (and I believe we have one less toady to worry about!). With the wind getting up around the fifteen knot mark, the yachts certainly sailed with enough speed and heel to enthuse and excite our guests. Similarly, the students in the motor boats joined in the enjoyment. As one motor boat passed a group of yachts, one until-then-silent passenger energetically shouted repeatedly, “Hurry up! Hurry up!”

After working up a healthy appetite, it was time for the ‘sailors’ to head back into the marina and for everyone to congregate on the clubhouse lawns for a delicious lunch funded under the Bass Coast Shire’s Rural Access program. During the lunch break, we said goodbye to our morning visitors, and welcomed our next assembly of guests from Yooralla First Base from Leongatha and Interchange Gippsland from Wonthaggi.

The afternoon session followed the same format as the morning one with sixteen students and five support staff out on the water, and four students staying ashore (I didn’t get a fishing report this time). As one of the students was returning his lifejacket after the sail, he exuberantly exclaimed, “Bloody awesome!” Another evident outcome of the day was the enjoyable time had by parents and carers of the students. It was obvious from the positive and warm interaction between the club members and the students and staff throughout the day that all involved thoroughly enjoyed the day. And it was not surprising to hear one club member state at the end of the day that he “got as much, if not more, out of the day as the students.” Many club members were eager to suggest ways by which our next day in the ‘big boats’ could be even more rewarding for the students and themselves.

HANSA DINGHY DAY – December 5

THE DAY BEGAN with a relatively stiff easterly blowing straight into the ‘safe haven’. Mmmmmmmmm “Is it too windy for the novice sailors from the Wonthaggi Specialist School? How safe are these Hansa dinghies? What are their capabilities? What are the students’ capabilities? What are Hansa dinghies, anyway?

I'm pleased we have experienced personnel from Yachting Victoria and Newhaven Yacht Squadron." The day began with many unknowns – and some concerns.

The first site after Googling Hansa dinghy was "hansasailing.com", and the following explanation was found: "The range of Hansa sailcraft were originally designed to appeal to that huge majority of the world's population who would love to have a go at sailing, but find it too difficult or uninviting to do so. The end result is a series of stable and easy to sail craft that offer beginners and experienced sailors lots of fun – for recreation or competition sport. Hansa design features allow total novices of any ability to sail with little or no tuition, almost regardless of the conditions. More experienced sailors enjoy the lively response and fun of close one-design class racing." I had heard several times before the day that they could not be tipped; and that they were almost indestructible. Mmmmmmmmm



I arrived at the clubhouse at 0900 hours to find – as well as the intimidating easterly – a largish trailer in the clubhouse compound containing four dinghies and their associated equipment, and a Rigid Inflatable Boat and outboard. The trailer had been brought down from Melbourne by Daniel Poynton (GippSport) the day before. I also found Alen Garrett down at the boat ramp pontoon checking the conditions with three young ladies – to whom I was soon introduced: Sarah Ogilvie (Sailability Victoria Coordinator), and two enthusiastic and very capable helpers, Hayley and Chelsea. They weren't the least bit concerned about the conditions. "We'll start by reaching back and forth from the boat ramp across the marina, and see how the kids go", Sarah stated confidently.

When Dan arrived, we all helped to remove the dinghies from the trailer and assemble them in the yard. The boats themselves were very light. I picked up a daggerboard firstly by the top – also very light. Then I put my other hand at the bottom – very heavy! Yes, they would be difficult to tip.

The fourteen students and staff arrived at 1000 hours, very excited, yet with some visible signs of apprehension – with some of them in wetsuits. After their briefing and lifejacket fitting – a process to which they were now becoming accustomed – the first sailors went down to the ramp pontoon and boarded their dinghies in pairs.

Some did so enthusiastically and without trepidation, and some – although enthusiastic – needed some encouragement. After the students were given the basic instructions, the dinghies set sail one by one toward the breakwater on the northern side of the marina. As anyone who goes on the water knows, not everything goes to plan; and before long we had dinghies going in all directions. Not a problem. We also had Hayley in the RIB busily going from dinghy to dinghy realigning, advising, supporting, encouraging. There was much laughter, cheering and delight from within the boats, and from the onlookers on shore. Some of my former anxieties had diminished.

The easterly had increased somewhat, and Sarah agreed with Alen that sailing in the marina was too difficult. So, the decision was made, and out into about 15 knots of easterly they went one by one, towed by Hayley and Chelsea in the RIB, toward the high tide deep water just north of the breakwater.

Whilst this was occurring, the students who were awaiting their turn to sail and the school staff members joined Alen in the club motor boat, and Peter Inness and Peter Gratton in Youki 4, and they motored out to join the Hansas. Ray Frith and I settled ourselves in the clubhouse radio room where we could observe and communicate with the motor boats.

During the next 45 action-packed minutes crews were exchanged from motor boats to dinghies, with school staff also boarding the dinghies and joining in the fun. Whilst on the motor boats the students were able to steer, and to learn a little about navigation marks and radio communications. During the session some more realigning of the dinghies by the RIB needed to be undertaken when the wind became too bossy. But, in general, it was quite surprising to see how the students' skills and confidence had developed, even within this short period of time. Most crews capably sailed from the gutter area down to the marina entrance and back again – a fantastic first up effort!



After all the boats were in and secured we were all treated to another delicious lunch served by Kathryn Pryor and Kris Cousins from South Coast Primary Care Partnership. There was much chatter and interaction among the students, the club members and the school staff. It was clear to see that, after this second event in a fortnight, relationships were developing.

Continued next page

After lunch the students and staff departed, and the dinghies were disassembled and loaded back onto the trailer. Newhaven Yacht Squadron's fledgling Sailability program had just accomplished another very successful and rewarding event.

Personally, I found I learnt much from the session. I learnt that the Hansa dinghies are practically indestructible, and that they are ideal for any degree of novice sailor (in fact, they would be great fun for even the experienced sailor). But what really engrossed me was how positive and brave the students were in tackling an experience that was obviously foreign and challenging for them. A couple of them weren't ready to have a go at the Hansas yet; but those who did, did so with 110% attitude and gusto. I must admit that I was unprepared for, and quite surprised by, their willingness to have a go, give their very best, and really relish the testing conditions. Well done to them! And like them, I look forward to our next session with the Hansa dinghies.

During the session Commodore Peter showed Bass Coast Shire Mayor, Kimberley Brown and Deirdre Griepsma from the Shire's Planning Department around the clubhouse and marina. The NYS committee is keen to build a dinghy shed on the area between the work yard and the public boat ramp. This shed would house a set of Hansa dinghies and, possibly, some private ones as well. Alen invited Kimberley and Deirdre to observe our Sailability session and to inform them of our aspirations regarding the dinghy shed. The visit was our first step in effecting the shire's required approval process and, hopefully, to gain their support with the realization of our plans.

A huge thanks again to the NYS volunteers who came to assist with and support this event: Ray Frith, Peter Inness, Peter Gratton, Simon Pollard, Peter Beutenhuis, and Alen and Denise Garrett. Other members were on standby. The Sailability program could not exist without the participation of club members.



THE GOLDEN OLDIES DAY was the last event of 2014 undertaken as part of the Newhaven Yacht Squadron's newly established Sailability program, and was supported by Yachting Victoria as part of the Discover Sailing Week. It concluded a very successful inaugural year for the program, which entailed four events. This event was linked to one of the scheduled mid-week twilight races.



It was a day more reminiscent of the wintry Scottish moors than a summer's day at Newhaven—decidedly dull and overcast with precipitation that wasn't rain, wasn't fog, but somewhere in between and a 15 to 20 knotter coming straight from the south pole. But try as they may, these miserable and unwelcoming conditions couldn't dampen the enthusiasm of the Oldies or the inferred Youngens (actually, not one of the Youngens was under 55 years old!). The inaugural mid-week Golden Oldies Race will go ahead!

Much preparation had gone into the event. Alen Garret had been bringing the day together for some months with successful grant applications, communicating with Oldies (defined as "someone who has reduced their boating due to age or health"), engaging Youngens to take the Oldies on board their yachts, organizing transport for the Oldies, arranging catering, etc.. Ron Boyd had made a special effort to clean up and prepare Sundowner and bring her out of semi-retirement for the special event. He had even recruited the best crew in the country!

The event began mid-afternoon as the Oldies arrived at the clubhouse to be greeted by some Youngens, old friends, and a cuppa. There was much reacquainting, reminiscing, chatter and laughter. The onlooker would have clearly witnessed the increased 'chirpiness' in the Oldies body language as they recounted past adventures, and the high sense of anticipation emanating from them as they queried, "... when are we going out ...; who am I going with?"

After a period of socialising, it was time to get serious, time to get out there. Alen conducted the briefing, indicating that it was a "stern-chaser" race, and outlining the course to be followed. Then the Oldies were allocated to boats, and the room was quickly emptied by way of enthusiasm and excitement!

Within a short time ten yachts, carrying thirty-three sailors (which included nine Oldies) scurried out of the marina and headed for the top light start marker, with Sundowner looking refreshed, primed, and ready– definitely the one to beat. Five of the Oldies decided that they preferred to stay ashore and be ‘race adjudicators’ rather than compete and show up the young whipper snappers. Youngen Ray Frith also volunteered to forego the race to sort out the complex pizza order, manage the radio communications, and direct the setup of the clubroom for our post-race dinner, while others prepared additions to the pizzas.



As the boats jockeyed for their timely starting position, some competitive and threatening banter was fearlessly broadsided from a few of the yachts– and then quite promptly returned in a countering volley (Sundowner was too focussed and disciplined to become involved in such triviality). As the blood began to rush, the lousy weather was soon forgotten. It was on! The yachts began to cross the starting line at their correctly allocated handicap time (well, most of them anyway– definitely Sundowner at number three off), and maintain a port-side broad reach to the Churchill Island marker. After rounding that they launched into a starboard side broad reach toward the eastern Loelia Shoal cardinal mark. There were no obvious changes of race positions or cavalier strategical manoeuvres during the first two legs; but the third leg, dead into the southerly, saw boats zig-zagging here and there as they battled their way back toward the top light. When the dust settled and most boats were again sailing toward the Churchill Island marker, it appeared that there were some positional changes back in the field. But by way of some very astute tactical decision making by Captain Ron, Sundowner had valiantly maintained position three. Around the Churchill Island marker again, and back to the finish line at the top marker– celebration! Sundowner had not been overtaken! (The fact that Sundowner didn’t overtake anyone is irrelevant!)

After returning to the marina and tidying up, everyone enjoyed pizza and salad, apple pie and ice-cream, and a drink– all accompanied by more reacquainting, reminiscing, chatter and laughter.

Our first Golden Oldies day was definitely an outstanding success, with Oldies and Youngens alike looking forward to next year’s event.

Many thanks to all who participated, to those who helped transport some Oldies, to Denise Garrett, Margaret Lainson, Ray Frith and Margaret, Kon Cilli, and Bernie Hemmings for organising the food and the cleaning up, and to the “young mid-week racers” for their enthusiastic willingness to meld this event into their racing program. And I would like to personally thank Captain Ron and fellow crewman, Ray Hemmings, for a fantastic sail.

Congratulations to Alen Garrett for initiating Sailability, and for taking the leading role in organising and implementing our first four events. As well as providing positive experiences for the many participants, I believe the Sailability program has already proven to be quite beneficial to our club: it has provided a (social) basis for bringing many NYS yacht and motor boat members together for a communal activity, it has introduced and involved many individuals and community groups with our club, and it has positively raised the profile of the NYS within the broader community.

In coordinating and developing the NYS Sailability Program Alen and I greatly value the high input of Dan Poynton from GippSport, Yachting Victoria and Sailability Victoria, the NYS Committee, and the many enthusiastic members who support the program. Well done to all members involved so far– and we look forward to the support and involvement of more members during our 2015 program.

And many thanks also to Bob Bakewell and Margaret Smith who have been at all our Sailability events taking photos and videos. We are fortunate to have Bob and Margaret as our ‘official recorders’, and look forward to their continued association in the club. If you are interested in acquiring a DVD of any of the events, please contact Alen.

Stan



Training Officer's Report

Stan Jackson



AUTOMATED EXTERNAL DEFIBRILLATOR

Last year the San Remo Bendigo Community Bank donated an Automated External Defibrillator (AED) to our club. When it has completed its donation program, the Community Bank will have donated 24 of these life-saving devices around San Remo and Phillip Island – a meritorious undertaking! The following information will outline why the Community Bank has embarked on this commendable project:

- *The national road toll in 2013 was 1,193. Deaths from Sudden Cardiac Arrest (SCA) were over 30,000.*
- *SCA is the leading cause of death in Australia*
- *90 people a day are affected by SCA outside of hospital*
- *Without defibrillation, survival rate is between 2% and 5%. For every minute that passes, the chance of survival reduces by 10%*
- *The average ambulance response time is 9-14 minutes in metro areas; up to 30 minutes in regional areas. SCA can strike anyone, anywhere, anytime - with the only definitive treatment a defibrillator shock.*

On Thursday, January 8, I and 10 NYS members attended a training session demonstrating on how to operate the defibrillator. Before the session we were all very tentative about how we would cope using such a sophisticated piece of equipment during such a critical situation– if needed. At the conclusion of the session I could confidently state that everyone who attended felt decidedly self-assured with its use. After pressing the power-on button, the defibrillator practically runs the show: it tells you whether or not it's operating properly– and what to do if it isn't. It analyses the patient's requirements, telling you if a shock is needed, and it tells you when to press the 'shock' button. There are easy-to-follow diagrams to show you where to apply the two pads to the patient; and a razor is provided to shave where the pads go, if needed. A step-by-step flow chart help-sheet, together with more detailed guides on CPR and using the defibrillator will be placed with the clubhouse defibrillator. Also, it is an intention to hold short defibrillator familiarising sessions at the end of all training sessions conducted. Certainly, the 'untrained' person should not be hesitant to use it if the unfortunate circumstance arises. His or her actions could save a life.

The club defibrillator is located in the lower clubroom area on the wall between the meeting room and the new stairway to the upper level. Obviously, this life-saving facility is available to anyone in need– club member or member of the general public.

I encourage all members to assist if/when the defibrillator is needed by such actions as opening the clubrooms if necessary, and by taking a leading role– or supporting someone else– during the use of the equipment.

In commending and thanking the San Remo Bendigo Community Bank for the Board's initiative and generosity, we at NYS hope the defibrillator is one piece of equipment that we never get to use.

FIRST AID COURSE

We will be conducting a First Aid Level 2 course on Sunday, June 14 (see details elsewhere in this magazine). This course is designed to develop the knowledge and skills to provide first aid response, life support, the management of casualties, the incident itself, and other first aiders until the arrival of assistance. It covers CPR and basic emergency life support– including the use of the defibrillator and the use of an Epipen for anaphylaxis. A minimum number of participants is required for this course to be conducted. Please contact Stan Jackson (0417 318 629 or stanjack15@gmail.com) by Monday, April 20 if you are interested.

LEVEL 2 FIRST AID COURSE

DATE: Sunday, June 14, 2015

TIME: 0900 - 1530 hrs

COST: \$100 per participant

MINIMUM No: 8

VENUE: Newhaven Yacht Squadron clubrooms

CATERING: Morning & afternoon tea provided; group lunch arrangements will be decided on the day.



This course is designed to develop the knowledge and skills to provide first aid response, life support, and the management of casualties, the incident and other first aiders until the arrival of assistance.

It covers CPR and basic emergency life support - including the use of the defibrillator - and the use of an Epipen for anaphylaxis.

CONTACT:

Stan Jackson by Monday, April 20

0417 318 629 or stanjack15@gmail.com



Rules for the Newhaven Yacht Squadron Year-round Fishing Competition

The competition will start at 0800hrs on the day after Presentation Night (4 May 2013) and finish at 1500hrs on Presentation Night 2014.

All fish sizes must comply with the Victorian Recreational Fishing Guide 2013 or as amended.

All fish must be free from mud, sand, sinkers or weights and must be weighed on the official squadron scales located in the lower deck. Fish must be weighed in the "as caught" condition except gummy sharks which must be bled and gutted.

The fishing area is unlimited, however fish must be weighed within 24 hours of being caught.

All fish weighed-in must be recorded in the logbook and witnessed by another member of the Newhaven Yacht Squadron.

Entry is free.

There is no limit to the number of species of fish that the competitor may weigh-in. Please enter fish and weight as a record even if it is not the heaviest already weighed.

Prizes will be awarded for the heaviest fish for the year in the following categories.

Australian Salmon
Flathead
Gummy/school shark
King George Whiting
Pike/Snook
Snapper
Trevally
Heaviest Fish Overall
(excluding sharks, wrasse,
elephant fish)

Only NYS Members, Junior Members, or family members under 10 years are eligible to enter. Fish weighed-in at other NYS competitions may also be entered.

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Farewell Laafin

AFTER NEARLY THIRTEEN YEARS my beloved yacht *Laafin* has been sold.

In those years *Laafin* and her team has been involved in many different things. Four times winner around Phillip Island race and three times came second. Once winner of the NYS winter series, and winner of the NYS night race. But above all *Laafin* was best known for her involvement around Melbourne.

For six consecutive years *Laafin* was part of the charity event called Variety Splash. As the skipper and owner of *Laafin* this part is my proudest chapter. In six Splashes *Team Laafin* raised over \$72,000 for Variety the children's charity, and the yacht was the only ever participant from Phillip Island, and the only one from outside Port Phillip in this charity event.

Just a few weeks ago *Team Laafin* participated for the very first time in Geelong Festival of Sails. I'm a bit emotional but it's time to move on. I will continue to support charity.

I hope to see you somewhere around the bay with my new yacht soon. I can't survive without a yacht and the sea. *Laafin* has found new home at Royal Melbourne Yacht Squadron. *Laafin's* website will be closed very soon.

Thank you all for your support.

Kon





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Clubhouse News

Florian Andrighetto



G'DAY ALL. Hope the sailing, boating and fishing have been kind since the last edition of the Quarterly. The renovated and improved clubrooms have been well patronised and it is wonderful to see so many members making good use of our facilities. However, there have been some teething problems and I thank those who have assisted me in maintaining the clubrooms. Slowly but surely most of those issues have already been resolved with some awaiting materials or manpower availability. Thank you also to those who have informed me of matters needing attention as without that information I would not be able to address those issues quickly such as doors not closing properly. In regard to that issue I ask all members to be diligent when leaving and locking up and to double check that all doors are secure.

There are still some ongoing but small additions and alterations which the committee intends to complete such as the installation of better storage cupboards etc. and they will be completed when the opportunity arises.

That brings me to an important point. Our club is a not for profit organisation and all office holders on the general and other committees generously donate their time at considerable personal cost in time and money. They do so willingly and ask for nothing in return because they wish to maintain a facility and club in good shape for the present and ensure that proper provision is made for the future. With that in mind there are many instances where other members with expertise in various areas also donate their time. However, our database of people with experience and training in areas such as trades and services is very incomplete so I am asking those members who would be prepared to get involved by donating a little of their time and expertise to the club on the odd occasion to please email me with their contact details. Anything from simple labouring to plumbing, electrical, carpentry, painting, all trades, to specialised skills such as IT and even motor and tractor mechanics.

Please help if you can.

MARINA.

Maintenance has been ongoing in the marina and I'm sure you have noticed the new surface on the pedestrian ramp on the South arm and the renovated marina tide indicators at both ramps. Electrical outlets on the marina have been reported as unserviceable and those issues have been rectified quickly. Many other routine maintenance issues are dealt with as the need arises so be diligent and report anything which you may think needs to be addressed. Don't assume that someone else will report it because it may not be the case. I'd rather have numerous reports on the same issue than none at all.

Recently I have been contacted by members who have a complaint about dog droppings being left on the arms and fingers of the marina. This is an issue which the committee takes very seriously. Regardless that there are rules about dogs in the marina it is just fundamental common sense to pick up after your dog. It is a fact that some members have been cleaning up disgusting messes left behind by other people's dogs. I can say that many of us enjoy bringing our dogs down and nearly all of us are extremely alert and take great care in ensuring that we keep an eye on our dog so I'm appealing to those who may not have even been aware to double check before you leave the marina. This is apart from anything else a very important health and safety issue and the committee will have no hesitation in taking action to prevent this problem continuing.

LAUNCHING RAMP

It has been brought to the attention of the committee that a number of issues involving the improper use of the club launching ramp have recently surfaced. These issues involve boats being launched on the club ramp that are not on the NYS register. Only boats which are listed on the NYS register are permitted to be launched on the NYS ramp. Proof of this is that the boat must have displayed on the transom their allocated NYS number. The club maintains a register of boats together with proof of proper insurance to protect all our members. A club member may have as many boats registered as he or she likes but that member must be present with the boat when it is launched or retrieved. A breach of this rule will result in the immediate cancellation of access to the ramp. The tags which operate the chain are not transferable to friends or family and again a breach of this rule without a legitimate reason will also result in cancellation of access to the ramp. Be reminded that the committee has undertaken to maintain diligence on this issue for the protection of all members.

If you have recently added a boat on the register or have repainted your boat and need new numbers, many of our members use Clancy B J & Co. They can be found at 66 McBride Ave Wonthaggi. The phone number is 56721867 and you don't even need to visit the store just ring them and they will post the numbers out to you. They know the drill and I believe the cost is very very reasonable.

ELECTRICAL EXTENSION LEADS

A reminder for those who have boats in marina berths and use extension leads for shore power. It is now time to again have your electrical 15 amp extension lead tested and tagged.

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Arrangements were under way to arrange convenient times and dates for the testing to occur as I write this column and I'm sure the appropriate notices will be up on display as normal so keep an eye out for them.

ACCESS TO BOATYARD

Finally, a reminder that the boatyard is a worksite. Proper care must be taken when within the confines of the boatyard. If you have a boat in the yard it is your responsibility to be present when any work is being carried out on the boat and proper safety rules are strictly observed. Exceptions of course where authorised contractors are used or when Glenn is carrying out the work on your behalf. Glenn must be kept informed of your attendance as security for your boat whilst in the boatyard is of paramount importance to the committee.

Happy boating and fair winds.

Florian

FOR SALE

MacGregor 26M



TRAILER: Dual axle aluminium trailer with electric-over-hydraulic disc brakes, torsion bar suspension, 2 speed winch, spare wheel, and 5 virtually new tyres

HULL TREATMENT: 4 coats of epoxy and 2 coats of antifoul

SAILS: Doyle with continuous uphaul/downhaul halyard line, and reefing line; zip-up sail bag with lazy jacks; furling genoa with UV protection

OUTBOARD: 60 h.p. Yamaha 4 stroke fuel injected high thrust outboard

COVERS: Bimini; brand new dodger with clear vinyl doors; zip up helm cover **ELECTRONICS:** Depth sounder; GPS; wireless wind display; VHF radio, 27 MHz marine/CB radio; AM/FM radio CD/MP3/DVD player; wiring and antenna for TV; 37 litre Waeco fridge/freezer

ELECTRICS: Starting battery (15 months old) and 105 AH house battery (20 months old); 2 solar panels with regulators; 2 separate 240 volt circuits: one with 15 amp plug for marina use, and the other with a 12 volt to 240 Sinewave 600 watt inverter

GROUND TACKLE: Main anchor is Danforth anchor with 55 metre rode (15 chain); second anchor is Danforth anchor with 42 metre rode (8 chain)

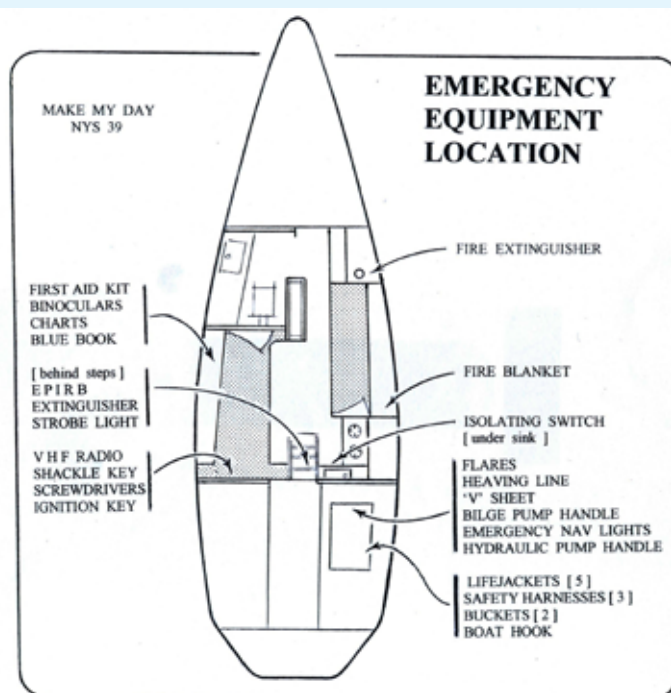
OTHER: 2 stern railing seats add extra room to the cockpit; targa bar with spotlight; LED anchor light; and much more. Full range of trailer and equipment manuals.

Relackson presents well: she is clean and in very good condition inside and out. She is well worth a look. She's in the water; so step aboard, and come for a sail.

\$54,500 o.n.o. Phone: 0417 318 629

Safety Report

LOCATING EMERGENCY EQUIPMENT



Is your safety and emergency equipment easily located?

Do all your crew and guests know where you keep your flares or lifejackets?

Yachts that race must have a chart displayed that clearly shows where all safety equipment is stored, and I like to also include other items that could be needed in an emergency so everyone on board knows where to put their hands on them at very short notice.

I like a simple plan view with minimal detail.

Your boat, whether it is used for racing, cruising, fishing, or simply choofing around should have such a chart, and everyone on board must be reminded to look at it! Regularly!

Ray Frith

Safety Supervisor

IMPORTANT NOTICE

Safety Declaration & Insurance Certificate

Any Member with a boat on the Boat Register who has not provided a complete Safety Declaration & Insurance Certificate will have their Access Tag restricted to the Club building only, i.e. no access to either the Marina or the Boat Ramp.

Effective from 20 March, 2015

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Looking for an overnight cruising destination?

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For bookings ring 03 5977 3735



YARINGA
BOAT HARBOUR



THREE HUMPS RACE 2015

(Based on the Three Peaks Race)

Saturday March 21st 2015

Briefing & Sign on at 0900
First running leg starts at 0930
First sailing leg starts at 1030

We are looking for individuals and teams to participate
in the 5 Stages

- 1st 5km run from Newhaven to Cleeland Bight & return
- 2nd Sail from Newhaven to Rhyll
- 3rd 7km run from Rhyll pier & return
- 4th Sail from Rhyll to Newhaven
- 5th 3km run from Newhaven to San Remo & return

Presentation and BBQ at the
conclusion of the race.

For further details & to register contact:
Pauline Draper 0438567627



FUN FAMILY SAILING DAY



EASTER SUNDAY

April 5th 2015 at 1pm

Dinghies will be available for participants to try
sailing

Safety boat will be on the water if assistance is
required

Bring your own life jacket, wetsuit or clothing
that can wet

Bring your own boat if available

All participants must have footwear (wet suit
boots or runners)



The Newhaven Yacht Squadron Inc.

Founded in 1962

Schedule of Fees 2014 – 2015

<u>Membership</u>	Effective from 1 October 2014	(Inc. GST)
Annual subscription -Senior Member		170.00
Annual subscription -Social Member		55.00
Annual subscription -Absent Member		30.00
Annual subscription -Junior Member		15.00
Annual subscription -Crew Member		95.00
Entrance (Joining) Fee – New Member		280.00
Key & Access Tag – Deposit (Refundable)		40.00

Marina

Berth Capacity	Entry Licence Fee	Annual Fee
-6.00 metres	10,500.00	280.00
-7.50 metres	16,500.00	350.00
-8.25 metres	21,000.00	385.00
-9.0metres	25,500.00	400.00
-9.75 metres	34,500.00	435.00
-10.50 metres	44,500.00	475.00
-12.00 metres	57,500.00	540.00
Key deposit -Marina (casual)		30.00

Maintenance Yard

Tractor -Member per retrieve & launch	95.00
Tractor-non-member per retrieve & launch	160.00
Trailer -Member per use	80.00
Trailer –non-member per use up to 2 weeks	150.00
Trailer –non-member additional charge per week or part thereof	140.00
Jet cleaner -Member per use	35.00
Jet cleaner –non-member per use	50.00
Gantry -Member per use	30.00
Gantry –non-member per use	60.00
Maintenance yard occupant-Member weekly after 3 weeks	65.00
Maintenance yard occupant –non-member per week	230.00

Casual Marina berths

Member -day (daily charges not to exceed the weekly rate)	25.00
Member –week	105.00
Waiting list Members -month	155.00
Visiting club member -day (daily charges not to exceed the weekly rate)	30.00
Visiting club member -week	145.00
Other visitors -day	50.00
Other visitors -week	260.00

Storage

Dinghy rack fee -annual	50.00
Dinghy in lawn area -seasonal	25.00

The Newhaven Yacht Squadron Inc

Seaview Street Newhaven Vic 3925 - PO Box 309 San Remo, Vic 3925

Ph: 03 5956 7515 Fax: 03 5956 6127 Email: secretary@nys.org.au

UPDATE YOUR DETAILS

Please remember to let us know when you
change your address, your 'phone numbers or
email address.

Send an email or letter with the new details to
the Secretary and we will be able to correctly
maintain the Club's records.

Email: secretary@nys.org.au

Mail: The Secretary
PO Box 309
San Remo VIC 3925

TIDES FOR SAN REMO

Actual times - no correction needed

APRIL 2015				MAY 2015				JUNE 2015				JULY 2015				
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	
1 0419 1.18 1034 2.30 WE 1632 1.06 2321 2.40		16 0240 0.87 0916 2.61 TH 1507 0.72 2159 2.68		1 0336 1.13 1008 2.35 FR 1555 1.28 2218 2.43		16 0328 0.62 1025 2.78 SA 1603 0.95 2233 2.71		1 0432 0.84 1134 2.63 MO 1721 1.34 2317 2.46		16 0514 0.41 1220 2.97 TU 1803 1.06		1 0440 0.59 1152 2.75 WE 1735 1.31 2332 2.48		16 0552 0.49 1256 2.83 TH 1845 1.07		
2 0528 1.21 1143 2.28 TH 1745 1.13		17 0348 0.82 1034 2.68 FR 1622 0.81 2305 2.69		2 0437 1.08 1114 2.43 SA 1709 1.29 2316 2.43		17 0434 0.54 1135 2.90 SU 1716 0.98 2339 2.71		2 0529 0.71 1231 2.79 TU 1824 1.26		17 0013 2.64 0617 0.38 WE 1319 3.04 ● 1909 1.00		2 0541 0.50 1250 2.87 TH 1839 1.21 ○		17 0049 2.51 0654 0.50 FR 1351 2.87 1945 0.97		
3 0021 2.39 0634 1.16 FR 1251 2.34 1855 1.12		18 0500 0.71 1149 2.81 SA 1739 0.83		3 0533 0.97 1215 2.57 SU 1814 1.23		18 0541 0.44 1241 3.03 MO 1827 0.95 ●		3 0015 2.51 0623 0.57 WE 1324 2.94 ○ 1918 1.16		18 0114 2.65 0716 0.36 TH 1414 3.08 2006 0.91		3 0032 2.54 0641 0.39 FR 1345 2.97 1936 1.07		18 0147 2.54 0749 0.50 SA 1440 2.90 2034 0.87		
4 0118 2.43 0730 1.03 SA 1352 2.48 ○ 1953 1.05		19 0012 2.73 0609 0.54 SU 1300 2.98 ● 1849 0.78		4 0013 2.47 0624 0.82 MO 1309 2.75 ○ 1907 1.14		19 0043 2.74 0644 0.34 TU 1341 3.16 1930 0.88		4 0109 2.58 0714 0.43 TH 1413 3.05 2006 1.05		19 0209 2.68 0810 0.36 FR 1501 3.09 2055 0.84		4 0131 2.61 0736 0.31 SA 1436 3.04 2026 0.92		19 0239 2.57 0836 0.51 SU 1521 2.91 2116 0.78		
5 0208 2.51 0715 0.87 SU 1343 2.65 1941 0.96		20 0114 2.80 0711 0.37 MO 1400 3.14 1951 0.70		5 0103 2.55 0708 0.65 TU 1357 2.92 1953 1.04		20 0141 2.78 0741 0.27 WE 1434 3.23 2027 0.80		5 0159 2.64 0800 0.33 FR 1459 3.11 2050 0.96		20 0300 2.68 0857 0.40 SA 1545 3.06 2139 0.79		5 0228 2.67 0828 0.27 SU 1524 3.08 2112 0.78		20 0324 2.59 0916 0.56 MO 1557 2.89 2154 0.73		
6 0152 2.60 0753 0.70 MO 1428 2.81 2022 0.89		21 0210 2.88 0806 0.22 TU 1455 3.25 2045 0.64		6 0149 2.63 0749 0.49 WE 1441 3.04 2034 0.96		21 0234 2.82 0832 0.24 TH 1523 3.24 2115 0.75		6 0247 2.68 0846 0.28 SA 1544 3.12 2131 0.88		21 0345 2.66 0939 0.48 SU 1623 3.00 2219 0.77		6 0322 2.72 0916 0.28 MO 1610 3.07 2156 0.66		21 0404 2.59 0954 0.63 TU 1629 2.87 2228 0.69		
7 0230 2.68 0828 0.54 TU 1507 2.93 2100 0.83		22 0300 2.92 0857 0.15 WE 1545 3.28 2134 0.61		7 0232 2.69 0830 0.38 TH 1522 3.10 2113 0.91		22 0322 2.82 0919 0.28 FR 1607 3.19 2200 0.73		7 0335 2.69 0931 0.29 SU 1627 3.08 2213 0.81		22 0426 2.62 1016 0.59 MO 1658 2.93 2256 0.77		7 0415 2.74 1003 0.35 TU 1653 3.04 2240 0.55		22 0443 2.57 1028 0.71 WE 1659 2.83 2300 0.67		
8 0307 2.73 0902 0.43 WE 1545 2.99 2134 0.82		23 0346 2.93 0943 0.16 TH 1629 3.23 2219 0.63		8 0313 2.71 0910 0.31 FR 1602 3.10 2151 0.88		23 0406 2.78 1001 0.37 SA 1647 3.09 2241 0.75		8 0423 2.68 1015 0.35 MO 1710 3.03 2255 0.75		23 0506 2.56 1053 0.71 TU 1730 2.86 2331 0.79		8 0509 2.75 1050 0.44 WE 1735 2.99 2325 0.46		23 0519 2.55 1101 0.80 TH 1728 2.79 2330 0.65		
9 0342 2.74 0937 0.35 TH 1623 3.00 2210 0.82		24 0430 2.88 1026 0.24 FR 1711 3.13 2302 0.69		9 0353 2.70 0950 0.30 SA 1643 3.05 2230 0.87		24 0448 2.70 1042 0.51 SU 1725 2.98 2321 0.80		9 0514 2.67 1101 0.44 TU 1752 2.97 2339 0.68		24 0545 2.50 1128 0.84 WE 1800 2.80 ●		9 0601 2.75 1139 0.56 TH 1816 2.94 ●		24 0557 2.53 1135 0.89 FR 1759 2.73 ●		
10 0417 2.73 1014 0.32 FR 1700 2.96 2246 0.84		25 0512 2.79 1107 0.38 SA 1751 2.99 2344 0.77		10 0434 2.68 1031 0.34 SU 1724 2.99 2309 0.85		25 0529 2.61 1119 0.67 MO 1800 2.88		10 0606 2.66 1149 0.55 WE 1834 2.92 ●		25 0005 0.80 0625 2.46 TH 1203 0.96 1832 2.73		10 0011 0.38 0655 2.76 FR 1229 0.68 1900 2.88		25 0003 0.63 0637 2.52 SA 1213 0.97 1832 2.67		
11 0452 2.69 1051 0.32 SA 1740 2.90 2325 0.87		26 0552 2.69 1147 0.55 SU 1830 2.86 ●		11 0517 2.65 1115 0.40 MO 1806 2.92 ● 2352 0.83		26 0000 0.86 0610 2.52 TU 1157 0.83 ● 1834 2.78		11 0026 0.60 0701 2.68 TH 1240 0.67 1919 2.87		26 0040 0.81 0708 2.44 FR 1242 1.06 1908 2.67		11 0059 0.34 0751 2.77 SA 1322 0.80 1945 2.81		26 0038 0.60 0721 2.52 SU 1254 1.06 1910 2.60		
12 0529 2.66 1132 0.34 SU 1821 2.84 ●		27 0025 0.86 0633 2.57 MO 1227 0.73 1910 2.74		12 0606 2.63 1200 0.49 TU 1850 2.87		27 0037 0.92 0652 2.45 WE 1234 0.97 1909 2.70		12 0115 0.53 0801 2.71 FR 1335 0.80 2008 2.82		27 0116 0.79 0757 2.45 SA 1326 1.16 1947 2.60		12 0149 0.32 0850 2.77 SU 1418 0.92 2037 2.72		27 0117 0.57 0812 2.53 MO 1341 1.14 1953 2.54		
13 0005 0.88 0610 2.63 MO 1216 0.39 1906 2.79		28 0106 0.96 0717 2.47 TU 1307 0.90 1949 2.63		13 0037 0.78 0701 2.63 WE 1251 0.60 1937 2.83		28 0116 0.96 0739 2.40 TH 1315 1.11 1947 2.62		13 0209 0.48 0905 2.76 SA 1436 0.92 2102 2.76		28 0158 0.76 0851 2.48 SU 1417 1.25 2034 2.53		13 0244 0.35 0951 2.78 MO 1520 1.03 2136 2.63		28 0203 0.55 0909 2.55 TU 1434 1.22 2046 2.48		
14 0050 0.89 0700 2.61 TU 1305 0.48 1957 2.74		29 0150 1.05 0806 2.38 WE 1352 1.06 2032 2.54		14 0128 0.73 0804 2.65 TH 1347 0.73 2030 2.78		29 0157 0.98 0831 2.39 FR 1403 1.23 2030 2.55		14 0307 0.44 1011 2.82 SU 1543 1.02 2204 2.69		29 0245 0.72 0951 2.54 MO 1517 1.32 2129 2.47		14 0344 0.40 1054 2.78 TU 1628 1.10 2241 2.55		29 0257 0.53 1011 2.59 WE 1536 1.27 2148 2.45		
15 0141 0.88 0803 2.60 WE 1401 0.59 2055 2.70		30 0239 1.11 0903 2.34 TH 1446 1.19 2122 2.47		15 0225 0.68 0914 2.70 FR 1451 0.86 2130 2.74		30 0244 0.97 0930 2.42 SA 1502 1.32 2121 2.49		15 0409 0.42 1116 2.89 MO 1653 1.07 2309 2.65		30 0339 0.67 1052 2.63 TU 1625 1.34 2230 2.45		15 0447 0.46 1156 2.80 WE 1738 1.12 2346 2.51		30 0358 0.51 1114 2.66 TH 1647 1.27 2257 2.46		
				31 0336 0.93 1033 2.50 SU 1611 1.36 2218 2.46									31 0505 0.48 1215 2.75 FR 1800 1.17 ○			

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Datum of Predictions is Lowest Astronomical Tide

Times are in local standard time (UTC +10:00) or daylight savings time (UTC +11:00) when in effect

Moon Phase Symbols ● New Moon ○ First Quarter ○ Full Moon ● Last Quarter

Refer to Conditions of Use: http://www.bom.gov.au/oceanography/tides/tide_tables.shtml

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