



*Newhaven Yacht Squadron*

# QUARTERLY

Spring 2015



Images from the past – building a great club

Sailability ~ Dates to remember ~ AGM  
Marina history ~ Tides ~ Waiting List

[www.nys.org.au](http://www.nys.org.au)

## YOUR COMMITTEE

### Commodore

Peter Buitenhuis - 0407 045 525  
email: commodore@nys.org.au

### Vice Commodore

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### Rear Commodore

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### Secretary

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### Treasurer

John Baragwanath – 0418 377 218  
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### Social Secretary

Kon Cili – 5956 6757 – 0412 640 465  
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### Safety Supervisor

Ray Frith – 5956 7366

### Boating Secretary

Alen Garrett – 5956 6519  
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### Training Officer

Stan Jackson – 0417 318 629

### Other Committee Members

Derrick Kershaw – 0425 402 774  
Garry Richards – 0437 202 028  
Phil Seymour – 0400 647 911

## SUB-COMMITTEE MEMBERS

**Building** – Florian Andrighetto, Derrick Kershaw, Kevin Holt, Kon Cili, Simon Pollard, Peter Buitenhuis, Pat Street, Neil Stewart

**Finance** – John Baragwanath, Peter Buitenhuis, Bob Sterling

**Marina** – Florian Andrighetto, Derrick Kershaw, Kevin Holt, Peter Buitenhuis, Pat Street, Neil Stewart, Kon Cili, Craig Begbie, George Reek, Simon Pollard, Ray Frith

**Social** – Kon Cili, Jean Dunstan, John Baragwanath, Anne-Marie Richards, Andrea Wrigley

**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, Graham Turner, Rowan Draper

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

**Magazine** – Phil Seymour, Bob Sterling, Pauline Draper

## CONTACTS – Club Delegates

### Yachting Victoria

Hamish Hughes

### Yachting Western Port

Alen Garrett, Pauline Draper

### Boating Victoria

Mark Johnson

### Auditor

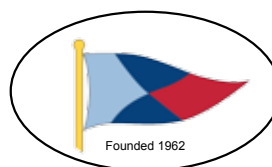
Cardell Assurance & Audit

### Maintenance Yard

Glenn Botterill – 0419 514 395

# 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 November 2015**



# Welcome from the Commodore



DEAR MEMBERS

Now that winter is finally over it is time to get out and enjoy boating. Of course many members continue boating over the winter and those who braved the winter series sailing had a wonderful time. Please check the calendar of events and you will see there is plenty to do at our club. Whether you're into sailing, fishing or social events, come and join in and make the most of these activities. I would just like to remind members that in October we will once again have our very important Annual General Meeting; you will receive your copy of notice for the AGM shortly.

As you are probably aware, Committee positions are of a two-year tenure, although on occasions committee members will re-stand for the sake of continuity but every year an opportunity will arise for interested members to nominate for committee positions. This year the positions that are up for re-election are:

**Commodore**, currently Peter Buitenhuis (re-standing)

**Rear Commodore**, currently Pauline Draper (retiring)

**Secretary**, currently Bob Sterling (re-standing)

**Social Secretary**, currently Kon Cilli (re-standing)

**Safety Supervisor**, currently Ray Frith (retiring)

**Other Committee Member** ( focus on fishing and motor boat), currently Garry Richards (re-standing). Garry took over from Andy Chappell a couple of months ago and is doing a great job in this role.

If you wish to nominate for a position on Committee please have a look at the Statement of Purpose and Rules, item 6 (ii) which deals with the process of nominations, or I am happy for any member to give me a call to discuss the positions further.

Also under Rule 15, the sub-committees are to be nominated by the Committee and these positions will also be reviewed when the new Committee for 2015/2016 is elected.

So that members can better understand our Statement of Purpose and Rules, I have decided to take excerpts from our Rules and include a section in each of my articles.

In this article I will deal with a section regarding the Committee.

## Item 6 (c) Duties, Responsibilities and Authority of Committee;

*(1) The Committee shall be fully responsible for the management of The Squadron in accordance with the provisions of these Rules as amended from time to time and subject to the Act and the Regulations may regulate its own proceedings. It is authorised to incur necessary expenditure in connection with the development, operation and maintenance of The Squadron and it's property, provided that any proposal to purchase, lease, sell or mortgage any land or to expend any sum of more than \$25,000 upon any one project must be approved by a General Meeting of Members. No monies shall be expended without the prior or subsequent sanction of the Committee.*

*All accounts must be submitted to the Committee and passed for payment. The Committee shall open a bank account or accounts in which all funds received on behalf of The Squadron shall be deposited and from which all accounts shall be paid. Surplus monies may be invested at the discretion of the Committee. All cheques drawn on behalf of The Squadron shall be signed by any two of the following officers, viz: Flag Officers, Secretary or Treasurer. All payments over \$50.00 must be made by cheque drawn on The Squadron's bank account. The Secretary, Treasurer and Social Secretary may each hold up to \$100.00 or such other amount not exceeding \$1000.00 as approved by the Committee for petty cash payments.*

*(2) For each Financial Year the Committee shall cause a balance sheet and statement of income and expenditure to be prepared from the books of account, audited and laid before the Annual General Meeting. The Committee shall also cause to be attached to these accounts, before the auditor reports on them, a statement made in accordance with the resolution of the Committee and signed by not less than two (2) Committee members stating whether in the opinion of the Committee:*

*(a) the statement of income and expenditure is drawn up so as to give a true and fair view of the income and expenditure of The Squadron for the year.*

*(b) the balance sheet is drawn up so as to give a true and fair view of the state of affairs of The Squadron at the end of the financial year.*

*(d) there are reasonable grounds to believe that The Squadron will be able to pay its debts as and when they fall due.*

## (3) Squadron employees-

*Employees may be appointed, engaged or dismissed by the Committee as it deems necessary. The duties and remuneration of such employees shall be defined and allotted by the committee.*

## (D) Duties of Flag and other officers

### (1) Duties of the Commodore:

*(a) The Commodore shall preside at all meetings of the Squadron and of the Committee at which he is present.*

*(b) The Commodore is the Chief Executive Officer of The Squadron, and has the primary responsibility for ensuring that the resolution of the Committee and that the provisions of the Act and Regulations are carried into effect in the administration of the affairs of the Squadron.*

...continued on page 12

# On the Water

## with the Rear Commodore

*Pauline Draper*



WELL HERE WE ARE AGAIN with another report for the magazine. This will be my last report as Rear Commodore as I have decided after six years on the Committee, two as Boating Secretary and four as Rear Commodore, that it is time for me to step down and let someone else take on the role. I would like to take this opportunity to thank the members and in particular the sailors and the Sailing Sub-Committee for the support I have received in my roles on the Committee.

While winter can be a bit quiet around the club there has been plenty of activity going on behind the scene in preparation for yet another busy summer season, which for the sailors starts in about six weeks.

The Winter Series has been going well with three of the six scheduled races being completed. We have had up to nine boats competing in each race with three different yachts winners. It is looking like it will be another close series.

The first winter race was held in good winds but races two and three, as is often the case for winter sailing, were held in light winds with shortened courses.

A few weeks ago I was contacted by the Rhyll Yacht Club. They had the opportunity to host the State Titles for the Impulse Dinghies, however were concerned the sailors would not enjoy walking across mud flats to launch and retrieve their boats, so asked if we could co-host the titles at Newhaven. We took this to our Committee and it has since gone to the State Impulse Association.

We will be hosting the event at Newhaven on the Labour Day weekend in March. There could be as many as 50 Impulses competing in the State Titles. We have a lot of work to do to get these organised. We will need a lot of volunteers to assist with launching and retrieving boats, providing and manning safety boats and assisting with catering for the weekend.

If you are able and would like to help on this weekend could you please let me know.

See you on the water,

*Pauline*



### SAILING RESULTS

EVENT	FIRST	SECOND	THIRD
DIVISION 1			
Winter Race 1 30-05-15	CIRCE S. Van Lunteren	SLIPSTREAM Mark Cassar	GENIE Peter Buitenhuis
Winter Race 2 20-06-15	AVACADO Geoff Graham	BLUE BEAT Craig Baker	CIRCE S. Van Lunteren
Winter Race 3 18-07-15	MINTAKA Kevin Holt	AVACADO Geoff Graham	DÉJÀ VU Chris Wilson
Winter Race 4 1-08-15	SLIPSTREAM Mark Cassar	MINTAKA Kevin Holt	KATANA Matt Draper

# Dates to Remember

DATE	HIGH TIDE	LOW TIDE	EVENT	BRIEFING	START	OOD
<b>SEPTEMBER 2015</b>						
Saturday 5	1734 - 2.91	1115 - 0.53	Winter Series Race 6	1300	1400	The Dolphin
Saturday 5	1734 - 2.91	1115 - 0.53	End of Winter Series Dinner		1830	Kon Cili
Saturday 12	1155 - 2.47	1754 - 1.11	Committee Meeting		0900	Peter Buitenhuis
Saturday 19	1626 - 2.73	1015 - 0.76	Aggregate 1	1200	1300	Avacado
<b>OCTOBER 2015</b>						
Sunday 4	1813 - 2.88	1159 - 0.55	Daylight Savings Start			
Sunday 4	1813 - 2.88	1159 - 0.55	Gardiners Channel Cruise		0900	Garry Richards
Saturday 10	1109 - 2.42	1710 - 1.13	Committee Meeting		0900	Peter Buitenhuis
Saturday 10	1109 - 2.42	1710 - 1.13	Annual General Meeting		1430	Peter Buitenhuis
Sunday 11	1207 - 2.39	1817 - 1.09	Dinghy Training		0900	Matt Draper
Friday 23	0827 - 2.71	1414 - 0.89	Sailability Training		1400	Alen Garrett
Saturday 24	0922 - 2.67	1509 - 0.87	Aggregate 2	1200	1300	Dark Night
Sunday 25	1025 - 2.64	1614 - 0.82	Dinghy Training		0900	Matt Draper
Saturday 31	1621 - 2.92	1010 - 0.58	Single Handed Race 1	1200	1300	Apricot Free
<b>NOVEMBER 2015</b>						
Tuesday 3	1835 - 2.72	1224 - 0.60	Melbourne Cup Day			
Saturday 7	0921 - 2.53	1527 - 1.02	Commodore's Cup	1000	1100	Commodore
Sunday 8	1010 - 2.44	1624 - 1.06	Working Bee	0900	1000	Florian Andrigetto
Saturday 14	1515 - 2.62	0923 - 0.96	Committee Meeting		0900	Commodore
Saturday 14	1515 - 2.62	0923 - 0.96	Opening Day	1300	1400	Florian Andrigetto
Sunday 15	1555 - 2.66	1000 - 0.89	Dinghy Race 1 & 2	1330	1430	Rear Commodore
Wednesday 18	1754 - 2.60	1148 - 0.82	Mid-Week Racing	1500	1600	Alen Garrett
Saturday 21	0806 - 2.79	1359 - 0.71	Aggregate 3	1200		Make My Day
Sunday 22	0855 - 2.74	1452 - 0.65	Club Boat Course	0900	1600	Alen Garrett
Thursday 26th	0652 - 0.96	1309 - 2.67	Sailability, Social Inclusion	1000	1400	Alen Garrett
Saturday 28	1508 - 2.79	0900 - 0.78	Round Phillip island	0800	0900	TBA
Saturday 28	1508 - 2.79	0900 - 0.78	Half Phillip Island	0800	1000	TBA
<b>DECEMBER 2015</b>						
Wednesday 2	1815 - 2.65	1204 - 0.67	Mid-Week Racing	1500	1600	Alen Garrett
Saturday 12	1350 - 2.47	0807 - 1.18	Committee Meeting		0900	Commodore
Saturday 12	1350 - 2.47	0807 - 1.18	Christmas Dinner		18.30	Kon Cili
Sunday 13	1441 - 2.55	1957 - 0.47	Dinghy 3 & 4	1230	1330	Rear Commodore
Wednesday 16	1701 - 2.64	1054 - 0.78	Golden Oldies Race	1500	1600	Alen Garrett
Saturday 19	1930 - 2.62	1259 - 0.56	Aggregate 4	1100	1200	Friday Harbour
Saturday 19	1930 - 2.62	1259 - 0.56	Snapper Competition Presentation		1700	Garry Richards
Friday 25	1239 - 2.58	1845 - 0.33	Christmas Day			
Saturday 26	1345 - 2.60	1948 - 0.30	Boxing Day			
Sunday 27	1445 - 2.65	2046 - 0.27				
Thursday 31	1757 - 2.61	1143 - 0.63	New Year's Eve			Kon Cili
<b>JANUARY 2016</b>						
Friday 1	1836 - 2.54	1220 - 0.65	New Year's Day			
Saturday 2	1915 - 2.48	1256 - 0.68	Picnic at the Quarry		1100	Rear Commodore
Friday 8	1102 - 2.36	1715 - 0.65	Yachting Westernport Sandy Point Picnic			
Saturday 9	1207 - 2.36	1817 - 0.57	Committee Meeting		0900	Commodore
Saturday 9	1207 - 2.36	1817 - 0.57	Dinghy Family Day	1200	1500	Rear Commodore
Sunday 10	1310 - 2.41	1919 - 0.47	Dinghy Family Day	1100	1400	Rear Commodore
Wednesday 13	1601 - 2.65	0954 - 0.79	Mid-Week Racing	1500	1600	Alen Garrett
Saturday 16	1833 - 2.73	1200 - 0.42	Double Handed Race	1300	1400	
Saturday 16	1833 - 2.73	1200 - 0.42	Yachting Westernport Challenge OTB			
Saturday 23	1213 - 2.48	1819 - 0.45	Australia Day Cruise			
Sunday 24	1322 - 2.48	1928 - 0.46	Australia Day Cruise			
Monday 25	1427 - 2.52	0819 - 0.96	Australia Day Cruise			
Tuesday 26	1525 - 2.58	0915 - 0.83	Australia Day			

# Building Our Marina

*Ian Jemmeson*

THE MARINA WAS PLANNED by Percy Fraser and his other Committee members over a number of years before work actually began in late 1972. The planning required firstly, negotiations on purchase or lease of the area of foreshore tidal flats required for the construction of a marina. The attitude of the Lands Department people involved was summed up by a comment made at the time that "It's only a heap of mud anyway we might as well give it to them".

Percy and others lobbied Ted Jeffrey the Shire President to gain council support and had direct discussions with the Lands Department to finalise the land. The mud flats area of approximately 10 acres was eventually set aside for the proposed marina although only 5 acres were eventually used.

However during the early stages of this planning it became obvious that a marina could not be built on public land without approval and sanctioning by State Parliament. After much more lobbying of Parliamentarians a special Bill was introduced into Victorian Parliament and then passed in October 1970.

Excavation of the marina was ready to proceed in November 1972 with a Contract let for digging out the area with a bulldozer. This original contractor was unable to proceed and a new contract was later let to a contractor called Bergamier of Leongatha, for the excavation work in January 1973. This included pushing up retaining walls leaving the entrance closed to prevent the sea flooding the area as it was dug to the depth required of 6 feet below mean low water level.

A permit to drive piles was received in April '73 and a SEC pole digger was used and the piles all bedded in sand. Club members began to build the walkways. Harold Waldron had recently joined the Club and had been involved in the completion of the new bridge in 1969 and then the demolition of the old suspension bridge. He was able to arrange for the old timbers from the bridge to be given to the club for use as walkways.

However the plan to build the walkways prior to flooding the marina was not able to continue as water was infiltrating from the sea through the levies and needed constant pumping.

With additional water from rainfall the marina floor became a quagmire over which it was impossible to work. The decision was made to breach the entrance and flood the marina prematurely to enable work on the walkways to continue using punts and floating construction platforms.

The entrance was cut with a backhoe from the Clubhouse side which is why it is slightly deeper on the Club side. The actual date the marina entrance was breached is not recorded but it would have been around October / November 1973. Bob Hughes reports that he received a call one morning from George Mapleson that the entrance was to be breached. He collected his yacht Trevally from the jetty and with George crewing, was the first boat to enter the newly flooded marina. There were a number of people on the Club Veranda cheering and acknowledging this event. Bob says that this cost him a fair amount of champagne up in the Clubhouse later.

Harold Waldron also received permission to leave his boat (Boomerang 20) in the marina tied up to poles as the jetties were not finished. A number of other boats also temporarily used the poles at this time.

Members then continued to complete the walkways until the marina was officially opened by Dick Hamer MLA on the Club opening day 2/12/73. Commodore Fraser was the Chairman and Bob Hughes was the MC introducing speakers etc. The minutes record that all boats were asked to leave the marina and a ribbon was cut by Mr Hamer from the bow of the Percy's boat "Brandy Lil" as it entered the marina.

Over the next twelve months the new marina kept the Committee very busy with new Constitutions and rules for the marina management, electrical and water supplies, fire extinguishers, safety rings etc all being installed.

Note on early photographs that the marina entrance was much wider than it is today. The hook from the Western arm was added later closing it down to the present width. This was carried out to provide more weather protection from the East.



*See the front cover for more images relating to this article*



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Email: [info@yaringa.com.au](mailto:info@yaringa.com.au)

# MARINA BERTH WAITING LIST – As at 1-08-2015

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. FLACK	RELISTED	4/1/2011		X					
D. THOROGOOD	RELISTED	4/1/2011	X						
T. BOSCHMA	4/1/2011	4/1/2011							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	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					
G. BIRD	4/24/2013	7/13/2013	X	X	X				
D. SADLER	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						
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					
J. GROVES	1/11/2014	2/7/2014	X						
A. GLASS	1/13/2014	2/7/2014	X						
A. DEAR	2/7/2014	2/7/2014		X					
J. LEAHY	2/18/2014	3/8/2014	X	X					
G. RICHARDS	4/22/2014	5/10/2014		X	X				
S. BANN	RELISTED	4/22/2014			X				
I 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				
S. BELL	7/24/2014	8/9/2014		X	X				
D. FUNSLOW	7/25/2014	8/9/2014					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	12/2/2014		X					
G. STAPLETON	1/9/2015	1/9/2015		X					
M. TREVENA	1/18/2015	2/7/2015	X	X	X				
T. RAWLINGS	1/21/2015	2/7/2015			X	X			
J. BARWICK	3/6/2015				X	X			
J. REITER	RELISTED	3/27/2015			X				
A. O'SHEA	RELISTED	3/27/2015			X				
R. MORGANELLA	RELISTED	3/27/2015	X	X	X				
C. NORTHOVER	RELISTED	3/25/2014			X				
B. MATTHEW	3/31/2015	6/13/2015							X
A. HART	4/8/2015	6/13/2015	X	X					
P. COLLINS	4/16/2015	4/16/2015	X						
A. REA	5/28/2015	6/13/2015		x					
B. DITCHFIELD	6/1/2015	6/1/2015						X	
D. TALBOT	6/12/2015	6/12/2015	X	X					
L. MILNER	7/12/2015	7/12/2015					X		



# NYS Social Scene

*Kon Cili*



**D**EAR MEMBERS AND FRIENDS,  
Another three months have passed. Winter is just about over and didn't we have a cold one! As always we had plenty of fun during our happy hour every Saturday night. We are never short of conversation regardless of the subject.

One of the highlights of the season was the Annual Squadron Dinner which was held on the 4th July. Again support was excellent. We had over 70 members and guests including the band members and eight guests from the Rhyll fishing club. NYS Social Committee was very happy with such great support. Traditionally we always have the first hour of drinks with nibbles free of charge with members and guests chatting to each other. At our last Social Committee meeting in May we decided to try different caterers. It was a move related to variety/quality of food and actual price. In both things we achieved the best outcomes. Coast to Coast Golden Roast caterers from Somerville prepared a superb dinner and sweets. We had plenty of food with quite few of the guests going back for seconds. After dinner the Backdated band had everyone dancing trying to burn off some calories. Denis Loweth was the star of the night celebrating his 67th birthday with his family and everyone made sure that he didn't forget it including the band which continued to play the game throughout the night. Denis even attempted to sing Mustang Sally! With more practice one day he may become a good singer haha!!

The other thing on the social calendar is the end of the last winter series race on 5th September which will be celebrated with a light dinner similar to the one we had on the Presentation Night. Kristo's will provide food and we may include Youki Sushi on the night too. The cost will be between \$10 and \$15 per head. Everyone is welcome including Happy Hour members and guests.

Due to the popularity of the Backdated band they will again be engaged for the Christmas Dinner which will be held on 12th of December, and also at the New Year Eve celebration. Judging by the success of last year's NYE function the NYS Social Committee is very happy to organise it again. Without catering involved the New Year Eve celebration will cost \$15.00 p.p. which will cover the band charges. So please mark those dates in your calendar and we members of the NYS Social Committee will be very happy to see you there.

As I mentioned in my opening sentence we have had a very cold winter which brings me back to the last function where the guests who were sitting near the entrance had a

few problems with a big draft and very cold air. While in summer we would not have such a problem, in winter time it's a different situation. This problem will be solved by building a sliding door across the entrance.

As always I give my biggest thanks to all the helping hands particularly Anna Richards who took over part of the organisation while I was on an overseas holiday. Thank you very much Anna.

Until the next time and see you around the club,

*Kon and all the Social Committee Members*

## UPCOMING EVENTS

### **MELBOURNE CUP**

Will your horse come home?  
Have a fun day with sweeps and prizes  
BYO food for a BBQ  
Drinks will be available from the servery

### **CHRISTMAS DINNER**

Saturday December 12  
Pre-dinner drinks at 6.30pm  
Dine and dance the night away

### **NEW YEAR'S EVE**

BYO eats and drinks  
Drinks also available from our servery  
Popular "Backdated" band will get your feet dancing

### **AND DON'T FORGET**

Happy Hour every Saturday at 6pm  
(Except Event nights)  
BYO nibbles and mix with friends  
Severy open or BYO



*Were these the original Happy Hour guys?*



**THE NEWHAVEN YACHT SQUADRON INC.**

# **NOTICE OF ANNUAL GENERAL MEETING**

## **ELECTION OF COMMITTEE AND AUDITOR**

**AT THE CLUBHOUSE**

**SATURDAY 10th OCTOBER 2015 at 2:30pm**

Refreshments will be served after AGM at 4:30 p.m.

### **ORDER OF BUSINESS**

1. Chairman to open meeting and declare a quorum if established, and accept apologies.
2. Minutes of Annual General Meeting held 11th October 2014 as distributed, to be confirmed.
3. Commodore's report on behalf of Committee to be received.
4. The Annual Accounts, Statement of Committee presented in accordance with Section 30(3) of The Act, together with the Auditor's Report thereon, will be received and adopted.
5. The Election of Committee will be conducted and the results declared. Those to be elected are:  

COMMODORE, REAR COMMODORE, SECRETARY, SOCIAL SECRETARY,  
SAFETY SUPERVISOR and one other COMMITTEE MEMBER.
6. An auditor, who shall not be a member of the committee, shall be elected.
7. Proposal: That approval is granted for the expenditure of an amount not exceeding \$155,000.00 for the purpose of dredging the Marina.
8. Proposal: That approval is granted for the expenditure of an amount not exceeding \$75,000.00 for the purpose of installing an additional Pontoon, either fixed or floating, at the east end of the Marina.
9. Any other business of which notice has been given in accordance with the Squadron Rules shall be transacted.

**Nominations for the positions under (5.) above in writing, signed by two Senior or Life Members and the candidate, shall be in the hands of the Secretary at or before 6:00 p.m. on Friday 25th September, 2015.**

*Nomination forms are available from the Secretary. Email: [secretary@nys.org.au](mailto:secretary@nys.org.au)*

**Bob Sterling**

*Secretary*

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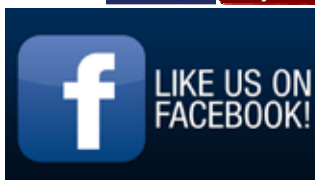
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*(c) The Commodore shall use his best endeavours to supervise the management of the property and the activities of the Squadron for attaining the objectives and purpose of the Squadron.*

**(2) Duties of the Vice Commodore:**

*The Vice Commodore shall:*

- (a) Assist the Commodore generally in the discharge of his duties.*
- (b) Be responsible, subject to any direction given by the Committee or the Commodore, for overseeing of the day-to-day operation of the marina and the boat yard and the maintenance of the squadron property, and*
- (c) Shall act as Commodore during any absence of the Commodore or his inability to act and whilst so acting shall have and may exercise all or any of the powers of the Commodore.*

**(3) Duties of the Rear Commodore:**

*The Rear Commodore shall assist the other Flag Officers in the discharge of the duties when so requested from time to time and in particular shall, together with the Boating Secretary, manage and supervise the sailing and boating activities conducted by the squadron.*

**(4) Duties of the Secretary:**

*The Secretary shall:*

- (a) Give notice to members of all General and Special Meetings of the Squadron and keep full and correct minutes of all resolutions and proceedings of all Meetings of the Squadron and of the Committee.*

**(5) Duties of the Treasurer:**

*To receive all monies, properly record same in the books of account provided, and ensure that The Squadron's financial commitments, as approved by the Committee, are paid and recorded.*

*To report on The Squadron's current financial position at all Committee meetings. To submit to the Committee an annual balance sheet and statement of income and expenditure. The books of account referred to above shall be available for inspection by Members by prior appointment with the Treasurer.*

- (6) Duties of the Social Secretary, Safety Supervisor, Boating Secretary and Training Officer shall be as directed by The Committee.*

**15. Sub Committees:**

*The Committee may appoint and disband any sub-committees as may be deemed necessary for the functioning of The Squadron. The Committee reserves all executive rights unto itself.*

*A sub-committee shall only have the right to make recommendations to The Committee.*

*Except in the case of emergency no sub-committee shall have any executive power nor shall it incur any obligations, or cause any notice to be posted or circulated or take any other action without first obtaining the approval of the Committee. The Committee shall have the right to delegate authority to any sub-committee to take any action or cause any notice to be posted or circulated, if in the opinion of the Committee this is necessary for the proper functioning of the sub-committee. All members of the Committee are ex officio members of all sub-committees.*

Simon Pollard has looked after marina allocations throughout the past year. At the July Committee meeting it was decided that all transactions, allocations and dealings with regard to the Marina will now once again be dealt with by the Committee. We would like to thank Simon for volunteering, giving his time freely, and for his hard work looking after this important role for the club.

For enquiries to either obtain a berth or relinquish a berth, please forward your request in writing to the Committee.

All correspondence should be addressed to:

**The Secretary,  
P.O. Box 309, San Remo,  
Vic 3925**

or email: [secretary@nys.org.au](mailto:secretary@nys.org.au)

otherwise mail can be left directly in the mail box in the committee room door on the lower deck.

The Committee continue to update the waiting list so that Members can monitor how they are progressing. The list is posted on the notice board in the club, and also on the web page and in the Quarterly Magazine. It a good idea to keep eye on the list so that when you get towards the top of the list you can start to plan and organise your funds in readiness to take on the desired berth. We would hate for members to miss out, particularly those who have been waiting some time to secure a pen.

Below I have taken excerpts from the Marina Rules (By-Laws and Procedures of The Newhaven Safe Boat Haven, Maintenance Yard and Squadron Launching Ramp) so that members are aware of the procedures in place:

**3. Berthage**

**3.1** *On receipt of written application from a senior or life Member who is not currently a berth holder, the Committee may allot a berth, pen or mooring depending on availability and according to the type and dimensions of the Member's boat. Upon the berth, pen or mooring being allotted the Member shall sign a Marina Berth Agreement ("The Agreement") and pay the amount specified in the agreement.*

**3.2** *The berth, pen or mooring so allocated is not, except as provided for hereunder, transferable and cannot be sublet. No berth, pen or mooring other than that allocated maybe occupied by a member without the prior consent of the Committee.*

**3.3** *The committee reserves the right to:*

**3.3.1** *Define the maximum dimensions of boats which may be accommodated within The Safe Boat Haven. The measurement of the overall length of the vessel must include all protuberances. At the time of printing the maximum lengths permitted are listed in the rule book.*

**3.3.2** *Allocate and re-allocate berthage.*

**3.3.3** *Relocate boats within The Safe Boat Haven.*

**3.3.4** *Let on a temporary basis any berth, pen or mooring which is not occupied by the nominated boat.*

**3.3.5** *Shift or order the removal of any boat from The Safe Boat Haven and to take any steps necessary for the preservation and protection of the Squadron's property and its Members' boats.*

For members who are interested in the marina we can supply a booklet outlining the By- Laws and procedures of the Newhaven Safe Boat Haven. Application forms for a marina berth can also be found on the club website.

In July, at the request of various members, the Committee examined the way we charge for casual berthage in the Marina. The suggestion was to look at the fees and align them to the size of berths, rather than a single fee regardless of size. The Committee have taken this on board and a new fee structure will start from the 1st October.

Another item that the Committee are looking at currently is examining ways to increase the junior intake for membership. We feel that we need some up and coming younger members for the future of the Club. Sailing and fishing are both popular past times and we are looking at ways to increase our dingy sailing side of the club, and also get more juniors interested in our fishing competitions etc. Any input from Members is welcome.

The other program that has gained great success is our Sailabilty program, Alen Garrett and Stan Jackson have been the driving force for this program and our members have been very supportive towards the program. This will grow further next year and I believe Alen and Stan are to be congratulated with their work and enthusiasm for the program.

Once again I would like to thank all the members who volunteered their time to assist with various functions throughout the club over the past few months. I would like to wish all our Members safe boating and I look forward to seeing you around the Club.

*Peter Buitenhuis*  
Commodore

## **SUB-COMMITTEES**

The Committee has decided to review the membership and representatives of all sub-committees after the AGM in October.

Other than current Committee Members, who are ex office members of all sub-committees under Rule 15, any other sub-committee members will need to re-nominate for participation on a sub-committee from 10 October.

Please notify the Secretary if you wish to nominate or re-nominate as a sub-committee member.

## **NEW! – FREE JUNIOR MEMBERSHIP**

From 1 October Senior Members can nominate a *Child or Grandchild* for Junior Membership.

There is no joining fee or annual subscription cost for your child or grandchild\*.

Please send an email to

[secretary@nys.org.au](mailto:secretary@nys.org.au)

We look forward to more Families participating in both on water and off water events this summer.

*\*Juniors: From 10 years to 18 Years.*

## **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

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**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; 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 for use with an 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.

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# At our 2015 mid-year dinner dance







*Photos thanks to Simon Pollard*

# Sailability

*Stan Jackson*



WHAT FANTASTIC WEATHER we had for our day on May 4, 2015! After the somewhat heavy fog lifted and the sky turned a bright blue, we had one of those magic autumn days that could only be described as ‘perfect’.

Our privileged visitors from Bass Coast Specialist School arrived just as the weather shone, and assembled in the lower clubhouse for our routine briefing – along with the 16 club volunteers and Dan Poynton from GippSport. The 8 – 12 year old children were suitably enthusiastic about their impending adventure on the water. But when Alen Garrett donned a lifejacket and started to address the children, they quickly settled, focussed on him, and listened intently. Alen always welcomes our Sailability visitors this way, impressing upon them the need to always wear a lifejacket while they are visiting us.

After the welcome, the children were fitted into appropriately sized lifejackets (of which we have 32, purchased with funding from a Bass Coast Shire Community Grant) and allocated to a boat skipper. Then, with much chatter and many questions, everyone headed off to their boats: Caspian, Yonder, Hunters Moon, and the club motor boat.

The boats headed out into an initially brisk breeze that decreased to about 6 – 8 knots as we approached the top light. Up went the headsails, and we spent the next 45 minutes in complete relax mode, sail-drifting bathed in sunshine and a gentle breeze – ideal for our visitors’ first sail. During this time our visitors manned the helm, assisted the skipper by pulling on lines, explored below decks, and experienced the magic of sitting up front on such a delightful day.

Then, it was time to come in – with a much more confident crew than when we headed out. In fact, the skipper of Caspian was intently given instructions and directions by one of our smaller visitors on how and where to go to get back to the marina!

A big thanks to our volunteers: Andrew and Sue Purnell, Don Wilson, George and Thelma Reek, Derrick Kershaw, Denise and Alen Garrett, Hardy Weller, Ray and Bernie Hemming, Sue Padgett, Tom Boschma, and Tom Lainsom. Not only do our volunteers make our Sailability program possible, they help make every event a real pleasure.

Our second May activity took place on the 15<sup>th</sup> of the month when we hosted 8 participants and 3 carers from Yooralla First Base, Leongatha. And again, we were well assisted by Dan from GippSport and 12 volunteers from our very supportive club.

Although the drizzle just prior to the arrival of our visitors instilled some doubt into the success of the day, we had probably the best sailing day so far this year. The rain cleared and stayed away allowing 4 yachts – Sarie Marais, Julini, Catspaw and Relackson – to leave the marina, take advantage of the 10-14 knot southerly, and deploy headsails as soon as they turned northward. These conditions ensured a gentle sail – but one generating enough challenge for our novice sailors to rouse and excite them. The yachts sailed up to the top light, out into the bay, and back again.

The crew of Julini was provided with more delight when they saw a seal and then were ‘adopted’ and followed by a pod of dolphins for some time.



The skipper of Relackson did become quite concerned when participant Justin, who had just taken over the helm, informed all aboard that he had recently run dad’s jetski into the rocks! But fortunately, Justin did a great job at the helm, and no rocks were encountered.

Another successful Sailability activity had been undertaken with much appreciation for the time and assistance provided by the following member volunteers: Peter Gratton, Tom Lainson, George and Thelma Reek, Denise and Alen Garret, Ray Hemmings, Ray Frith, Don Wilson, Rowan Draper, and Luke Hill.

On May 29 we again hosted 10 participants and 3 carers from Yooralla First Base, Leongatha, on quite a blowy day with 20 knot north-westerlies providing a lively sail for our guests on Yonder and Synergy – even with only foresails used. The 2 yachts initially sailed up to and slightly beyond the top light, with Yonder content to remain in the bay. After a while Synergy, on the other hand, headed south to give her crew a real treat by sailing under the bridge. While all this was happening, the club boat did two trips to The Quarry, with the crew revelling in the boisterous seas.

This visit was the second in a fortnight by the Yooralla group, and it was very evident that the participants were



growing in both their confidence with boating and their familiarity with their hosts – and vice versa. Many thanks to Don Wilson, Hardy Weller, Alen and Denise Garrett, Simon Pollard, Suzanne Padgett, and Gary Storer for their involvement in the day.

Our final event for autumn on June 1 was our most challenging in terms of the weather. It was one of those days for which South Gippsland is infamous: overcast skies comprising threatening puffy black boulders and cold blustery winds preceding pelting rain one minute; and then a cloudless azure sky hosting a comfortably warming sun the next. But, we were determined to fulfil our Sailability program with no weather interruptions and for most of the activity we experienced the latter conditions. Our guests were ten 8 to 12 year olds from the Bass Coast Specialist School.

As the conditions were unsuitable for sailing, all participants climbed into the club boat, Youki 4, and Happy Talk and motored out under the bridge and to the vicinity of



The Quarry. The sea swell was the most challenging any of our activity participants had experienced; but these young crew members bravely accepted the encounter with the conditions, with most relishing their turn at steering the boat. Those on board Happy Talk had the real sailing experience of anchoring and seeking shelter below decks during a heavy downpour. Their reward and delight was to witness a full rainbow.

Well done again to our club volunteers for their participation in this activity: Gavin Russell, Peter Innes, Gary Storer, Don Wilson, Denise and Alen Garrett, and Daryl Hergt.

This activity was the 11<sup>th</sup> we had undertaken in the 12 months since conducting our first Sailability event in May last year. We have hosted 136 participant and 31 carer involvements; and have had fantastic support from 38 club members comprising 185 club member participations. All but one of those 11 events have been Big Boat days, with the other one being a Hansa dinghy day when we borrowed 4 dinghies from Yachting Victoria. It is our intention to purchase 4 of these dinghies for the club. These will not only strengthen our Sailability program, they will also enable us to expand our introductory sailing strategy, and help to attract more juniors to our club.

Our Sailability program continues to provide new, challenging and positive experiences for people with disabilities and to raise the profile of the NYS within our local community – and beyond. Well done to Alen Garrett for his excellent role in organising every event (e.g. liaising with schools/agencies, conscripting and coordinating volunteers, arranging favourable weather, ...); and a huge thank you to all club volunteers whose participation ensures the success of the program. And finally, I must acknowledge the valuable support and involvement of Dan Poynton from GippSport. We look forward to continuing our Sailability program in the spring, and invite all club members to become involved.

## **STOP PRESS: Successful Grant Applications**

We have just received notification that we have been successful with two grant applications from the Bass Coast Shire:

### **Disability Hoist**

Via the Community Grants Program we have received a grant for \$3700 toward the purchase and installation of a hoist to transfer people from the launching ramp pontoon into a boat. Over the time of our Sailability program we have had some individuals miss out on a boating experience because we have not been able to get them safely into a boat. This piece of equipment will ensure that everyone who wishes to fully participate in our program is able to do so. The hoist will slip into an unobtrusive sleeve on the pontoon when needed, and be easily removed afterwards.

### **Change Area and Table**

We have also been successful in a \$500 Disability Access Grant application for the purchase of a folding table and for establishing an as-needed private area in the fridge corner of the downstairs clubhouse space. This area will be able to be secluded by way of bedscreen curtains, similar to those used in hospitals. This facility will enable carers to change participants' clothes and physically prepare them for their boating experience as needed. Some club members have been seeking such a facility in the downstairs space for some time; so we expect this facility to be well utilized.

We sincerely thank the Bass Coast Shire for the valued support of our Sailability program.

*...continued on page 23*





# There and Back Again – the Hard Way

*S J Philips*

OF THE ANNUAL YACHT RACE to Hobart it is said that the East coast is for the boys and the West coast is for the men. That may well be true, but to come back via the West coast is daring the Gods of Fate. Nevertheless, it is a rewarding trip to make and with time on one's hands the western route home is far more interesting than an East coast return.

From Hobart you sail down the Derwent then hang a rightie to enter the D'entrecasteaux Channel, sailing past Bruny Island and finally reaching an overnight safe anchorage in Recherche Bay.

At this point it is wise to consult weather maps and predictions before venturing out south and west along the south coast. Prevailing winds and weather are from the south to south west and even at the height of summer can be nasty, cold and even dangerous. On one recent trip we battled front after front that brought six-metre seas, 40 knot winds and cold eye-stinging rain.

The sight of the bleak rocky Maatsuyker Island is welcome in marking the near end of the south coast horror stretch, but I have always thought the place grim and foreboding. Who the heck would want to live on that forlorn lump of earth I cannot fathom, but there are folks who do I am told. In afterthought it is probably no more idiotic than sailing around the place. Ah well, horses for courses.

It is the crayfish boats and their crews that amaze me. These "rockhoppers" can be seen all along the coast at the very base of surf-pounded cliffs tending their pots.

Once around Southwest Cape things are a little less hectic... although not guaranteed. This is a mean part of the world for sailors. Fortunately I have been reasonably lucky in my visits to the area and the first stop is Port Davey.

Port? Well don't expect a town with a welcoming pub and cosy pier to tie up to. There is nothing to suggest habitation in Port Davey. It is a wilderness. Stark granite hills

surround a huge waterway of water that looks like it is mixed with a stiff dose of Seasol. It is tannin in the fresh water that flows out of the hills into the bay that gives the brown colouring. This dark fresh water floats on top of the salty seawater forbidding light to penetrate below, resulting in few sea plants and unique marine life about the edges.

The only way in to Port Davey is by boat, by plane, walk or in a bottle. Tin was once mined there, but no longer. That is a story in itself.

And it can be cold. Wind races down the hillsides in bullets that can come from all points of the compass, making anchoring a nightmare at times. On one trip we spent five days holed up in Port Davey while eight metre seas and wild weather raged out in the ocean.

We had to shift to find a more sheltered anchorage within the Port and post a night anchor watch while winds of up to 60 knots blasted down the hills. I might add that none of this was mentioned in the brochure.

However, there can be good times too. Sometimes other boats will appear, and one wakes up in the morning amongst a small community of yachties. A few hails and radio chats can organise an impromptu Malelueca Yacht Club race. You can even buy a yellow T-shirt to confirm your participation. The race is unique in that there are no rules. How else could the motoring loser be the winner?

If you are a wilderness person, Port Davey is beautiful. If you are not a wilderness person, you will appreciate what a wilderness is, and pray it is never destroyed.

After being all wilderness out, the next stop is Macquarie Harbour. The entrance is aptly named Hell's Gates where the water acts like commuters at peak hour getting on and off trains.

River water wants to get out, sea water wants to get in, and sailors want to do both while Nature is doing her thing. The result is a rather daunting passage through weird ripples and whirlpools until sanity prevails and one can once again sip a calming beer while leasurely making passage to Strahan.



Strahan. Gone is the rough-tough brawling image it once had. The place is a tourist Mecca these days. A walk to the People's Park and waterfall is well worth your time, but the



call is to leave Strahan for the Gordon River. On the way a stop at the old penal colony on Sarah Island will make you wonder why the place isn't resurrected for today's evil doers. One look at the place and its history would make the most hardened crim head for a career in the priesthood.

But it is the Gordon that beckons. The river is navigable for about 20 miles, the top end being a waterfall. On the way we moored at Boom Camp. This was originally where the old loggers would set a boom across the river to catch logs floated down by teams further up the river. All that amazing Huon Pine. Nowadays the camp comprises a jetty all of two metres long, a boardwalk to a tin shed that is equipped with



about eight bunks, kitchen, gas cooker and water heater, a composting dunny up on a rise and even a generator. The rule is replace what you use. Actually the place is quite civil, however we tied up against the pier using trees as mooring points.

Engine off, and sitting on deck enjoying the still evening, the magic of the place infuses itself into you. You tend to talk in whispers. Or not talk at all— and just look and listen.

In the dead of night a possum came on board and ate a pumpkin we had stored under the galley table. You can't say we didn't treat the locals.

On another morning when visiting the dunny a black snake was there before me. I jumped up and down on the boardwalk and the vibration sent him (or her – I'm not up with snake genders) slithering off into the nearby scrub. But let me tell you it was the quickest poo I have ever had.

Breaking out the Avon rubber duck we quietly putted up around a bend to Heritage Landing. This is a closed circuit boardwalk amongst some real live Huon pine trees. Well most were alive— there were a couple of dead'uns but that was excusable as they were over 500 years old. It was there the rain forest lived up to its name. It rained. Silent, steady rain making cat's paws on the river. Standing on the jetty waiting for the rubber duck to return was another of those magic moments – forget the wet, just take in the sound of rain on the river, in the high canopy above, the forest scent in the sweet fresh air – and you wonder what are we doing to the rest of our planet?



Tassie may project itself as a cold, wet or non-interesting place... but nothing could be further from the truth. The little island hides a wealth of treasures only some of which I have had the fortune to experience as a sailor in its challenging waters.

*Pictures:*

*p18:*

*Top - Sky, water and rainforest - a Gordon River treasure*

*Below - Huon pine*

*This page:*

*Top - Boom Camp jetty*

*Middle - Boom Camp 5-star shack*

*Bottom - Rain on the Gordon*



# Training

*Stan Jackson*

## CLUB BOAT COURSE

The Newhaven Yacht Squadron has an Arvor power boat that is used for, amongst other purposes, off-the-beach dinghy sailing and Sailability.

The committee wishes to increase the number of members who can operate this boat. Therefore, we will be conducting a training session on the operation of the club boat on November 22, from 9:00a.m. to 4:00p.m.

The session will only be offered to those members who are prepared to make themselves available to assist with off-the-beach dinghy sailing and Sailability activities at various times. Participants must also have their motor boat licence and their VHF Licence.

If you are interested in increasing your involvement with the club in this way, please contact me by Wednesday, September 30, either by email ([stanjack15@gmail.com](mailto:stanjack15@gmail.com)) or phone (0417 318 629).

## POWER BOAT COURSE

As I reported in the last magazine, I have been trying to source someone to take a power boat course. Unfortunately, I still haven't been able to find anyone to do so at a reasonable cost to participants.

But if anyone is seeking such a course you can go to the Yachting Victoria website at:

[http://www.vic.yachting.org.au/assoc\\_page.cgi?c=0-10099-0-0-0#](http://www.vic.yachting.org.au/assoc_page.cgi?c=0-10099-0-0-0#)

Look under Courses and choose the Course Calendar box to find a course that may suit. There is a selection of courses available for participants with various levels of boating knowledge, skills and experience.

Happy and safe boating.

*Stan Jackson*

Training Officer



**Jim's**  
**BAIT AND TACKLE**

151 Marine Parade  
San Remo, Victoria 3925  
[jimsbaitandtackle.com.au](http://jimsbaitandtackle.com.au)  
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**YOUR CLUB NEEDS  
YOU!**

## **WORKING BEE**

**Sunday 8<sup>th</sup> November 2015**

**Work starts at 9am**

Many hands make light work. Come along and support your club. All work no matter how small is appreciated.

\*

On arrival please contact the OOD for allocation of tasks

\*

Bring along any tools you may think necessary

\*

Morning tea, drinks and BBQ lunch provided

\*

Watch for more information on notice boards



# Boating and Fishing

Garry Richards



I'M SURE BY NOW everyone would know that Andy Chapel has decided to step aside as the Committee Member for Motor Boats and Angling at NYS. We thank Andy for his hard work and hope he continues to enjoy and participate in the motor boats and angling side of the club in the future.

As the new committee member for motor boats and angling I would like to introduce myself, my name is Garry Richards, and I love to fish.

There are a few changes being made to the fishing comps this year.

NYS fishing club rules remain the same except for the bottom paragraph which now reads – “Only NYS members and associates, Junior Members, or family members under 10 years are eligible to enter.” Fish weighed-in at other NYS competitions may also be entered.

Terry Sheppard will be our major sponsor and we would like to welcome a co-sponsor on board in Craig Edmond of Jims Bait & Tackle San Remo.

We plan to run three three-monthly comps for the year and hold a get-together each quarter comprising a sausage sizzle, refreshments and a bit of meaningful conversation about fishing, followed by presentation of awards.

The new weigh-in options that will apply are as follows:–

Craig Edmonds has kindly offered to assist in the weigh-in of fish at his shop during business hours. Members will receive a weigh in receipt which will be collected from Craig by a subcommittee member or it can be emailed to myself ([garry.r.richards@bigpond.com](mailto:garry.r.richards@bigpond.com)); this will avoid the need for a seconder, particularly for those who fish one out. The members that still wish to weight in fish under the old system can still do so at the club rooms.

The first comp is Snapper and will run from the 1st of October through to the 20th of December to allow for presentation before Christmas.

The second comp is Whiting and will run from the 1st of January through to the 27th of March.

The third comp is Flathead and it will run from the 1st of April through to the 26th of June.

The yearly 365 day comp will run as normal for all species, same weigh in rules apply.

## DATES TO REMEMBER –

**Gardiner's Channel – Sunday 4th October**

**Around French Island – Saturday 6th Feb**

**Picnic at the Quarry – to be advised**

**Opening of the sailing season – to be advised**

Remember: “Fish bite twice a day— just before you get there and just after you leave”

*Garry*

## Rules for the Newhaven Yacht Squadron Year-round Fishing Competition

The competition will start at 0800hrs on the day after Presentation Night (10 May 2015) and finish at 1500hrs on Presentation Night 2016.

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

Only NYS Members and associates, 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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# The problem was sprung upon me!

John Baragwanath

I WAS GIVING MY SONATA 7 CYGNET a thorough check over prior to putting her in a wet pen at Newhaven. In one of my perambulations as I walked past the stern, I checked that part of our yachts that most of us never ever contemplate– the outboard motor bracket. In dismay I noticed one of the springs that assist to lift the outboard lift was broken right up near its collar.

Now these are not ordinary springs that you pop in to Bunnings to replace. They are about 200mm long by 25mm wide made from 3mm 316 stainless, extremely stiff and look very strong. In addition, you need to pull the bracket to bits to replace them.

Naturally I tried the usual suspects by way of hardware stores and a number of spring suppliers. They were all very helpful and could give me longer, shorter, thicker and thinner– but nothing like the broken one!

In addition, the springs have a closed loop at each end and to contemplate a spring without loops meant it would probably jump off its retaining bolts the first time it was used.

Given no success, I decided to risk it over summer (I had a choice?!) In the meantime I put out a call to one of the Sonata Association members to see what he could find for me. He called me in the New Year to tell me other members who had experienced the same problem had discovered Bernhart Springs at Factory 4, 252 Boundary Road, Braeside– you can see their sign as you drive along Boundary Road. The proprietor is Roy Shrimpton. They are in a small estate beside the National Bank.

I took my broken springs to them (now two – see below) and not only did Roy make me two more in their original 316 stainless, (at a reasonable cost of \$50) but he also took my broken ones and rewound the top of them to give me two spare springs– now even tougher! He is also a great guy to talk with over spring manufacturing and he does some very interesting small-batch jobs.

Back to Cygnet, the second spring lasted all summer and worked just fine – a little more effort lifting the motor but no real problems. Peripatetically, on my last sail, the morning after the Australia Day holiday Monday, I had sailed over from Hastings to Newhaven at dawn with a gentle northerly and the eerie half light. Cygnet was about to come out of the water at the end of her summer sojourn and be trailered home.

After dropping the sails in the main channel I was fighting the usual tide coming into the Newhaven Marina when a mighty “Bang!” sounded and the other spring broke. Timing is everything as they say! Anyway, not such a problem to lift the motor up and off when I pulled her out.

When I was putting the two new springs into the bracket I had to pull it to bits to do so. Interestingly, I noticed most of the 5/8 bolts holding the bracket together had a slight bend in them and the one that controls the lift arm had a big bend. As the motor is never carried on the bracket when being trailered nor stored on the bracket, it must have just been general wear over the years. Anyway I put new 316 bolts in overall and the bracket now works much easier.

One point to watch: I went down to buy the new 316 bolts, washers & Nylock nuts. They were supplied loose and on checking them I noticed the nuts were cad plated not stainless. “That is what everyone buys” I was told on inquiry. “Not me” I thought, and had to fossick around another store to find proper 316 stainless Nylocks.

On reflection, there is nothing you can do really to check the springs– they are either intact or they are not. In my case it was just their time. Perhaps considering the relatively small investment involved it might be worth putting two new ones in during winter.

This note applies equally to any of the trailer sailors amongst us, those who have their boats in a wet pen and of course all our power boat members that do not have electric lift. Replacing the springs/bracket bolts in the water leaning over the stern is not viable– but you could do it if you had your boat stern to the beach or pier and could stand behind it. Time to check them!

...from page 17

## Volunteer Training Session

We will be conducting a Sailability Volunteer Training session on Friday, October 23, commencing at 2:00 p.m. and lasting about an hour and half. This session is intended to assist volunteers by increasing their understandings about different types of disabilities, and how to communicate with and safely manage people with disabilities. It will provide a valuable precursor to the Sailability season commencing in November. I encourage anyone who will be involving themselves in our Sailability program to attend this session.

Please let me know if you will be attending – or if you require any further information – on **0417 318 629**, or [stanjack15@gmail.com](mailto:stanjack15@gmail.com).

Stan



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at the Newhaven Yacht Squadron Marina



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- \* Restorations
- \* Antifouling
- \* Repairs & alterations
- \* Fibreglass & timber work
- \* Mechanical repairs

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Non members are welcome. For further information call

Glenn Botterill on 0419 514 395

## Welcome Aboard



Anthony Rea and Nicola Platt

Grant and Jill Ryan

John and Caterina Bouas

Greg and Elaine Talbot

Shane and Brigitte Carrucan

Rory and Jane Wainer

Nick and Sue Nestor

*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  
where we would love to catch up with you, so please feel  
free to call in and share the company.*

# Hi!

I just dropped in to remind you about  
our fantastic Christmas Dinner Dance  
on Saturday 12<sup>th</sup> December  
Watch for posters around  
the Club and more details  
in the Summer Quarterly.  
And don't forget New  
Year's Eve





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# The Newhaven Yacht Squadron Inc.

## SCHEDULE OF FEES 2015-16

Effective from 1 October 2015

### MEMBERSHIP

(Inc. GST)

Annual subscription -Senior Member	175.00
Annual subscription -Associate Member	0.00
Annual subscription -Social Member	56.00
Annual subscription -Absent Member	35.00
Annual subscription -Junior Member	15.00
Annual subscription -Junior Member – <i>Child or Grandchild of Senior Member</i>	0.00
Annual subscription -Crew Member	95.00
Entrance (Joining) Fee – New Senior, Social or Crew Member	290.00
Key & Access Tag – Deposit (Refundable)	40.00

### MARINA

Berth Capacity	Entry Licence Fee	Annual Fee
-6.00 metres	11,000.00	290.00
-7.50 metres	17,000.00	360.00
-8.25 metres	21,500.00	400.00
-9.0metres	26,500.00	415.00
-9.75 metres	35,500.00	450.00
-10.50 metres	45,000.00	490.00
-12.00 metres	59,000.00	560.00
Marina Berth – Application Fee	50.00	

### MAINTENANCE YARD

Tractor -Member per retrieve & launch	100.00
Tractor-non-member per retrieve & launch	165.00
Trailer -Member per use	85.00
Trailer -non member per use up to 2 weeks	155.00
Trailer -non-member additional charge per week or part thereof	145.00
Jet cleaner -Member per use	36.00
Jet cleaner -non-member per use	55.00
Gantry -Member per use	30.00
Gantry -non member per use	65.00
Maintenance yard occupant-Member weekly after 3 weeks	100.00
Maintenance yard occupant –non-member per week	250.00

### CASUAL MARINA BERTHS

Member -day (daily charges not to exceed the weekly rate)	26.00
Member -week	90.00
Member -month – Berth Size C1 - 6 M, C2 - 7.5 M, C3 - 8.25 M	155.00
Member -month – Berth Size C7 - 9.0 M	180.00
Member -month – Berth Size C4 - 9.75 M	230.00
Member -month – Berth Size C5 - 10.5 M	290.00
Member -month – Berth Size C6 - 12 M	370.00
Visiting club member -day (daily charges not to exceed the weekly rate)	35.00
Visiting club member -week	150.00
Other visitors -day	55.00
Other visitors -week	280.00
Key deposit -Marina (casual)	30.00

### STORAGE

Dinghy rack fee -annual	55.00
Dinghy in lawn area -seasonal	30.00



# TIDES FOR SAN REMO

Actual times - no correction needed

SEPTEMBER 2015				OCTOBER 2015				NOVEMBER 2015				DECEMBER 2015				
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	
<b>1</b> 0201 2.84 TU 0756 0.39 1436 2.95 2027 0.42		<b>16</b> 0241 2.69 WE 0835 0.75 1453 2.71 2052 0.59		<b>1</b> 0245 3.15 TH 0835 0.49 1459 2.96 2053 0.11		<b>16</b> 0353 2.92 FR 0948 0.84 1550 2.69 2147 0.42		<b>1</b> 0506 3.28 SU 1057 0.57 1707 2.89 2303 0.12		<b>16</b> 0444 3.09 MO 1035 0.85 1633 2.67 2230 0.27		<b>1</b> 0530 3.14 TU 1123 0.64 1732 2.74 2326 0.35		<b>16</b> 0507 3.06 WE 1054 0.78 1701 2.64 2254 0.29		
<b>2</b> 0300 2.97 WE 0849 0.37 1525 3.00 2115 0.24		<b>17</b> 0318 2.78 TH 0911 0.73 1525 2.75 2122 0.49		<b>2</b> 0337 3.23 FR 0926 0.47 1545 2.98 2140 0.04		<b>17</b> 0429 2.99 SA 1022 0.81 1624 2.72 2220 0.35		<b>2</b> 0550 3.19 MO 1141 0.60 1751 2.82 2347 0.25		<b>17</b> 0522 3.05 TU 1111 0.84 1713 2.64 2310 0.30		<b>2</b> 0610 3.03 WE 1204 0.67 1815 2.65		<b>17</b> 0547 3.01 TH 1134 0.71 1748 2.62 2337 0.37		
<b>3</b> 0354 3.06 TH 0940 0.38 1609 3.01 2201 0.13		<b>18</b> 0353 2.84 FR 0944 0.74 1555 2.76 2152 0.42		<b>3</b> 0425 3.23 SA 1013 0.49 1629 2.95 2225 0.06		<b>18</b> 0504 3.01 SU 1055 0.81 1658 2.70 2255 0.32		<b>3</b> 0632 3.06 TU 1224 0.66 1835 2.72 ☉		<b>18</b> 0601 2.98 WE 1148 0.82 1754 2.60 2351 0.36		<b>3</b> 0006 0.52 TH 0647 2.91 1245 0.72 ☉ 1859 2.55		<b>18</b> 0627 2.95 FR 1215 0.64 1837 2.61		
<b>4</b> 0444 3.08 FR 1028 0.44 1652 2.98 2246 0.09		<b>19</b> 0428 2.85 SA 1015 0.76 1626 2.73 2223 0.39		<b>4</b> 0611 3.15 SU 1159 0.55 1813 2.88		<b>19</b> 0540 2.97 MO 1130 0.83 1731 2.66 2330 0.32		<b>4</b> 0030 0.42 WE 0715 2.91 1307 0.75 1919 2.60		<b>19</b> 0641 2.91 TH 1229 0.80 1838 2.57 ☉		<b>4</b> 0045 0.70 FR 0723 2.80 1325 0.78 1942 2.45		<b>19</b> 0023 0.47 SA 0707 2.89 1259 0.56 ☉ 1930 2.62		
<b>5</b> 0531 3.04 SA 1115 0.53 1734 2.91 ☉ 2331 0.12		<b>20</b> 0502 2.83 SU 1049 0.81 1657 2.69 2257 0.37		<b>5</b> 0009 0.16 MO 0656 3.03 1243 0.64 ☉ 1856 2.77		<b>20</b> 0617 2.91 TU 1205 0.86 1807 2.62		<b>5</b> 0111 0.62 TH 0755 2.77 1350 0.85 2006 2.48		<b>20</b> 0034 0.45 FR 0721 2.84 1312 0.76 1930 2.56		<b>5</b> 0124 0.88 SA 0758 2.69 1405 0.84 2028 2.38		<b>20</b> 0111 0.59 SU 0748 2.84 1345 0.49 2026 2.64		
<b>6</b> 0619 2.96 SU 1200 0.63 1817 2.82		<b>21</b> 0539 2.79 MO 1125 0.86 1730 2.63 ☉ 2333 0.37		<b>6</b> 0053 0.30 TU 0742 2.89 1328 0.75 1940 2.65		<b>21</b> 0009 0.35 WE 0656 2.83 1244 0.88 ☉ 1845 2.57		<b>6</b> 0154 0.82 FR 0837 2.65 1436 0.95 2058 2.38		<b>21</b> 0122 0.56 SA 0806 2.79 1359 0.71 2029 2.56		<b>6</b> 0205 1.04 SU 0833 2.60 1446 0.89 2118 2.34		<b>21</b> 0202 0.71 MO 0833 2.79 1436 0.42 2128 2.67		
<b>7</b> 0016 0.21 WE 0708 2.85 1247 0.74 1902 2.70		<b>22</b> 0618 2.73 TH 1202 0.91 1806 2.58		<b>7</b> 0137 0.48 WE 0828 2.75 1414 0.87 2029 2.52		<b>22</b> 0051 0.41 TH 0739 2.77 1326 0.89 1932 2.54		<b>7</b> 0241 1.01 SA 0921 2.53 1527 1.02 2156 2.31		<b>22</b> 0215 0.69 SU 0855 2.74 1452 0.65 2137 2.60		<b>7</b> 0251 1.18 MO 0913 2.51 1530 0.91 2216 2.34		<b>22</b> 0300 0.84 TH 0924 2.72 1531 0.38 2233 2.72		
<b>8</b> 0103 0.34 TU 0800 2.74 1337 0.87 1951 2.58		<b>23</b> 0015 0.39 WE 0703 2.68 1245 0.96 1848 2.54		<b>8</b> 0224 0.68 TH 0917 2.61 1504 0.99 2124 2.41		<b>23</b> 0138 0.49 FR 0827 2.71 1414 0.89 2031 2.52		<b>8</b> 0335 1.17 SU 1010 2.44 1624 1.06 2300 2.31		<b>23</b> 0315 0.82 MO 0952 2.69 1552 0.59 2249 2.68		<b>8</b> 0346 1.29 TU 1000 2.43 1621 0.90 2318 2.40		<b>23</b> 0403 0.96 WE 1024 2.65 1632 0.36 2341 2.79		
<b>9</b> 0153 0.50 WE 0855 2.63 1430 1.00 2047 2.46		<b>24</b> 0100 0.44 TH 0755 2.63 1333 1.01 1944 2.50		<b>9</b> 0315 0.87 FR 1011 2.50 1602 1.09 2227 2.32		<b>24</b> 0230 0.60 SA 0922 2.67 1509 0.87 2144 2.53		<b>9</b> 0444 1.27 MO 1104 2.38 1725 1.03		<b>24</b> 0424 0.93 TU 1056 2.65 1658 0.51		<b>9</b> 0454 1.36 WE 1057 2.37 1715 0.84		<b>24</b> 0514 1.03 TH 1130 2.60 1737 0.35		
<b>10</b> 0247 0.67 TH 0953 2.54 1533 1.11 2152 2.37		<b>25</b> 0152 0.51 FR 0855 2.60 1430 1.03 2054 2.49		<b>10</b> 0417 1.03 SA 1109 2.42 1710 1.13 2335 2.30		<b>25</b> 0332 0.73 SU 1025 2.64 1614 0.82 2301 2.60		<b>10</b> 0006 2.38 TU 0558 1.30 1202 2.36 1823 0.95		<b>25</b> 0001 2.79 WE 0539 0.98 1203 2.64 1805 0.41		<b>10</b> 0019 2.51 TH 0606 1.36 1157 2.36 1813 0.74		<b>25</b> 0047 2.87 FR 0627 1.05 1239 2.58 ☉ 1845 0.33		
<b>11</b> 0352 0.82 FR 1054 2.48 1644 1.15 2300 2.32		<b>26</b> 0255 0.61 SA 1000 2.59 1538 1.01 2213 2.52		<b>11</b> 0530 1.12 SU 1207 2.39 1817 1.09		<b>26</b> 0445 0.83 MO 1130 2.64 1725 0.71		<b>11</b> 0106 2.51 WE 0703 1.25 1258 2.40 1913 0.81		<b>26</b> 0109 2.94 TH 0652 0.96 1309 2.67 ☉ 1911 0.30		<b>11</b> 0116 2.66 FR 0712 1.29 1256 2.40 ● 1906 0.61		<b>26</b> 0151 2.95 SA 0737 0.99 1345 2.60 1948 0.30		
<b>12</b> 0503 0.90 SA 1155 2.47 1754 1.11		<b>27</b> 0408 0.68 SU 1106 2.62 1653 0.91 2330 2.63		<b>12</b> 0043 2.35 MO 0642 1.13 1304 2.41 1915 0.99		<b>27</b> 0017 2.73 TU 0603 0.86 1237 2.67 ☉ 1834 0.55		<b>12</b> 0158 2.68 TH 0758 1.16 1348 2.47 ● 1956 0.65		<b>27</b> 0213 3.09 FR 0800 0.88 1411 2.73 2012 0.20		<b>12</b> 0209 2.82 SA 0807 1.18 1350 2.47 1957 0.47		<b>27</b> 0249 3.03 SU 0840 0.88 1445 2.65 2046 0.27		
<b>13</b> 0008 2.35 SU 0611 0.90 1251 2.51 ● 1853 1.00		<b>28</b> 0526 0.68 MO 1212 2.70 1804 0.72 ☉		<b>13</b> 0142 2.48 TU 0742 1.07 1355 2.47 ● 2001 0.84		<b>28</b> 0128 2.91 WE 0715 0.81 1341 2.74 1939 0.36		<b>13</b> 0244 2.85 FR 0843 1.05 1433 2.55 2036 0.50		<b>28</b> 0309 3.20 SA 0900 0.78 1508 2.79 2107 0.15		<b>13</b> 0257 2.95 SU 0854 1.06 1441 2.55 2044 0.35		<b>28</b> 0342 3.07 MO 0934 0.77 1541 2.69 2138 0.28		
<b>14</b> 0108 2.44 MO 0708 0.86 1339 2.58 1940 0.85		<b>29</b> 0043 2.80 TU 0637 0.62 1313 2.80 1907 0.48		<b>14</b> 0232 2.64 WE 0830 0.98 1437 2.55 2041 0.68		<b>29</b> 0231 3.10 TH 0821 0.72 1439 2.83 2037 0.19		<b>14</b> 0326 2.99 SA 0923 0.96 1515 2.62 2115 0.37		<b>29</b> 0400 3.24 SU 0952 0.69 1600 2.82 2158 0.15		<b>14</b> 0342 3.04 MO 0935 0.95 1529 2.61 2129 0.27		<b>29</b> 0429 3.07 TU 1021 0.69 1630 2.69 2224 0.34		
<b>15</b> 0159 2.57 TU 0755 0.80 1419 2.65 2018 0.71		<b>30</b> 0148 2.99 WE 0740 0.55 1408 2.89 2002 0.27		<b>15</b> 0315 2.79 TH 0912 0.90 1515 2.63 2115 0.54		<b>30</b> 0328 3.24 FR 0918 0.64 1532 2.90 2130 0.09		<b>15</b> 0405 3.07 SU 1000 0.89 1555 2.66 2152 0.30		<b>30</b> 0447 3.22 MO 1039 0.64 1647 2.80 2243 0.22		<b>15</b> 0425 3.07 TU 1015 0.86 1615 2.64 2212 0.25		<b>30</b> 0510 3.03 WE 1103 0.64 1715 2.66 2305 0.44		
				<b>31</b> 0419 3.30 SA 1010 0.58 1621 2.92 2218 0.06									<b>31</b> 0546 2.96 TH 1143 0.63 1757 2.61 2344 0.58			

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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

Caution: Predictions are of secondary quality

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