

# Mud Flats and Flowing Tides

The History of the Newhaven Yacht Squadron

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## Chapter 7

2006 – 2010

### *Rejoice* – 188 Celebrations

'We found a two year old 32 ft Caribbean motor cruiser at St Kilda Marina, and after many sleepless nights trying to justify spending the kids' inheritance we bit the bullet.' David and Joyce Whelan had joined Newhaven Yacht Squadron as senior members and then decided that 'the next job was to purchase a boat.' Given their senior status, they were looking for something large and comfortable enough to sleep in. The boat also needed enough room to accommodate their four adult children, their spouses and the multitude of 'grandys' for day trips around Phillip Island and Inverloch where the Whelans resided. *Rejoice* was the answer to their dilemma.

Having become proud owners of a boat docked at St Kilda they were faced with the problem of where to park *Rejoice* until the Newhaven marina extension was complete. They managed to arrange a temporary berth at Yaringa Marina in Somerville on the Western Port side of the peninsula. However, being new to the joys of motorboating, their next task was to find a skilled captain to take them from Port Phillip Bay to Western Port. 'Commodore Hamish Hughes offered his support. "We require sea charts, yoke type safety vests and sunscreen before we leave" he remarked and these were duly purchased.' They also required good weather.

On Friday 7 September 2007 they were blessed with favourable conditions with east to north-east winds to ten knots and waves to half a metre. 'We left St Kilda at 8.30 am having plotted our course using the main shipping channel off Dromana. Hamish tutored me on landmarks and beacons to confirm our position using our chart and the wonderful GPS system.' Queenscliff, with its prominent landmarks, was passed and Port Phillip Heads were successfully motored through. In Bass Strait the conditions were perfect although Hamish Hughes was not so sanguine saying "Watch out for those craypot buoys." 'We then turned the auto pilot on. How easy is this! Now it's time for a cuppa.'

The entire trip was an adventure and when Western Port was entered this called for a quick diversion to Seal Rocks 'where we saw hundreds of seals resting on the rocks and frolicking about the vessel.' Unfortunately, it was at that stage that disaster almost struck when they noticed a vibration coming from the motors. 'Again experience came to the fore. The vessel was stopped and reverse thrust was engaged causing lots of kelp to rise to the surface.' Then it was on to Yaringa marina 'to tie up our magnificent vessel.'<sup>1</sup>

## Chapter 7

2006 – 2010

### 188 Celebrations

'Seamanship is something you practice when you don't need to, not when you have to.'<sup>2</sup>

How lucky are we to have our safe boat harbour at Newhaven! ...Today is the second morning after the record rains and howling southerlies hit Melbourne and Victoria...Through the media we have also seen the damage in Port Phillip and the washed up boats in various stages of damage...All this hit us so soon after the tragic Tsunami on Boxing Day.<sup>3</sup>

The commodore's comments regarding the squadron's safe haven were echoed by others and the impetus to expand the marina was reinvigorated, countering the disappointment of various bureaucratic hold-ups. In October 2005 the squadron had been informed by the Department of Sustainability and Environment that their application for a further sixty-seven berths had been approved subject to a few conditions. The Marina Extension Working Party was confident that they had addressed all outstanding issues but found, contrary to previous advice, that the squadron's proposal was subject to all the requirements of the Native Title Act 1993. The squadron now had to register an Indigenous Land Use Agreement (ILUA) prior to the commencement of any works. These agreements were not known for their speed of completion and once again the project faced being slowed down.

In an article in the *Quarterly*, Commodore Hughes then went on explained that the indigenous land use agreements were designed to balance the rights and interests of the indigenous people with those of government, local government, community groups and commercial and private developers. Process needed to be followed to ensure that in the future the club was not held liable to any breeches of the law. In January 2006 the marina expansion committee met with the Native Title Coordinator at the Newhaven Yacht Squadron to discuss the situation and were reassured that the coordinator would raise the squadron's proposal with Native Title Services Victoria. On a more positive note, the squadron received notice that Bass Coast Shire had resolved to issue a planning permit. This was unfortunately still subject to twenty conditions and also subject to no appeals being lodged within the designated time span. 'As our plans have been extensively advertised in the past we are not expecting any appeals, but who knows?'<sup>4</sup>

The expansion committee continued its work of preparing the groundwork for commencement of the project. Over the next two months strategies for excavating the marina were discussed. Finally, in May 2006, Commodore Hamish Hughes wrote in the *Quarterly*: 'The exciting news which arrived just as we mailed out the last Quarterly was that, after three and a half years hard work, we received the last approval required to extend our marina. I thank those members who put down deposits in the early days for their backing...With this objective, the

Marina Extension Working Party (MEWP) is working towards appointing contractors by the end of this year and starting construction next February.<sup>5</sup>

The sale of berths was advertised in the *Quarterly*, in newspapers and in the Yachting Victoria magazine. An article entitled 'Owning a Marina Berth is Cheaper Than You Think'<sup>6</sup> effectively compared the costs of a loan over twenty-five years with twenty-five years of casual berthage, reminding interested parties that at the end of their boating life their berth would return to the squadron and they would receive back the money they paid for the berth, which in the case of a 10.5-metre berth would be \$42,350. Almost immediately twenty-two deposits were received. Six months later 'less than 20 berths remained to be sold to fill Stage 5.'<sup>7</sup> And a year later 'only one berth remained unsold in the new marina!'<sup>8</sup>

Discussions of how to achieve the expansion of the marina now held sway. The marina, as it was then, consisted of the western area where the floating berths were situated and the eastern settlement ponds lying adjacent and separated from the marina by an inner bund or wall. The expansion project involved removal of the contents of the settlement ponds, then removal of the separating wall and deepening of the newly acquired area. Removal of the contents of the settlement ponds could easily be achieved by earthworks machinery on top of the retaining walls, although a perimeter access road around the marina was to be constructed to allow the earthmoving trucks access to the digger on the bund. The second phase, that of removal of the inner or separating bund wall was more problematic and it was believed that it would be necessary to close off the marina entrance to enable the marina basin to be pumped out to a water level that would enable the removal of the separating wall to be carried out efficiently and safely. This work needed to be done before the Winter rains set in as major earthworks would then become impractical. It was estimated that this work would take eight to ten weeks. Brian Trevena was charged with the job of seeking advice as well as opinions of members and berth holders regarding the possible closure of the marina during the excavations.

In February 2006, Huitema Excavations successfully bid for the removal of the accumulated dredged material from the settlement ponds. Once the squadron had been given final permission to proceed with the project, funds were approved in November 2006 for removal of the contents of the settlement ponds. Huitema Excavations commenced work in December 2006 after member Mark Rich of Coates Hire had arranged for the use of a pump, free of charge, to assist in the emptying of the settlement ponds. This enabled the spoil to dry somewhat before it was loaded onto trucks and removed. Apart from removing the accumulated dredging, Huitema Excavations were also charged with the task of widening the roadway around the perimeter of the marina to allow access of works machinery. This roadway would later allow access to the new berths. At the same time, bulk earthworks contract tenders and pontoon and piling contract tenders were called for. Four bids were received for the earthworks and five for the pontoon works. Ultimately, after due diligence checks, MAW Civil was the successful applicant for earthworks because of their marine experience – having constructed the Martha Cove marina, including the entrance marina breakwaters. MAW Civil commenced work on the project in March 2007.

All marina and boat ramp users were delighted to learn from Neil Stewart that the marina will not be closed during the earthworks. A 40 ton hydraulic excavator with a gigantic reach will be able to do the job from the bank. The meeting was also pleased to hear that the tender prices and estimates for the various works have risen very little since the estimates presented at the 2003 AGM.<sup>9</sup>

Squadron finances were in good health. The 2003 Annual General Meeting had approved an expenditure of not more than \$3 million on the project. The sale of the new berths was to pay for the expansion and sales were booming. By the time the project was ready to start, forty-eight of the sixty-seven berths had been sold and part-payments were already in the hands of the squadron. A Special General Meeting held on 20 January 2007, where there was standing room only, was attended by over one hundred and twenty senior members, life members, associate members, social members and guests, who overwhelmingly supported the amended motion that enabled the marina expansion committee to utilise some club reserves to facilitate an immediate start to the marina expansion. The meeting also recommended that any reserves used should be repaid, together with interest, from the new berth sales revenue. However, due to the prompt payment by the buyers of the new berths the squadron received about \$1.4 million toward the project costs by June 2007, making their cash flow sound.

Members were warned to expect inconveniences, and accept them 'in good spirit and with patience'.<sup>10</sup> They were encouraged to remember the future benefits that would ensue once the expansion was complete. In particular, several areas around the marina became part of the construction zone and, as such, were off-limits to members due to health and safety concerns. These included the roadway around the marina, the loading zone for the marina and the stairs on the western side of the clubhouse. Glen Botterill, the boat yard manager, was appointed as works site manager and to him fell the unenviable task of policing the exclusion zones to ensure that club members and the public complied with the safety requirements of a construction site.

Earthworks were well underway by April 2007 with twenty per cent of the excavation completed. The poles supporting the marina lead-lights were moved to a new location because they would otherwise interfere with the fairways. As the directional line that guided boats through the channel into the marina was to stay the same, one of the piles was driven into the inside of the new outer wall. The other was driven into the seabed outside the squadron's leasehold. This required permission from Parks Victoria, who was responsible for navigation aids in Western Port. New triangles were fitted and, as decreed by Parks Victoria, the light characteristics were changed from a flashing white light to fixed blue light. These were more visible at night, making entry into the marina safer. These lights were later fitted with solar panels, one of which was paid for by Parks Victoria, and they operate independently of the mains power supply.

The process of excavation was simpler than the original plans for digging a cofferdam and pumping out the marina. However, it was only possible because of the 40-tonne long reach excavator owned by MAW Civil. After the dredged contents of the settlement ponds had been removed, work commenced on deepening the pond bottoms to a depth of minus 2.5 metres.

Excavation began at the far eastern end of the settlement ponds between the original inner wall and the outer sea wall, resulting in two large and mostly dry pond areas. The excavator contained a GPS system that allowed for accurate site surveying and excavation control. The design co-ordinates for the finished wall profiles were preprogrammed into the computer by the MAW Civil surveyor, and the GPS sensor in the digging bucket followed an exact trace of the bucket's three-dimensional location programmed into the computer screen in the operator cabin.

Operator Van then guides his bucket by following the bucket blip along the programmed line on his screen to produce the exact design profile.

Van does not just dig dirt. He sculpts it much like an artist working on a clay model. The bucket is an extension of his hand.<sup>11</sup>

Once the settlement ponds were dug to a satisfactory depth, which after survey was recorded between 2.7 metres and 2.3 metres, the outer end of the inner wall was breached and the eastern pond area flooded. Excavation of the inner wall would continue backwards from the eastern end. The new wall face was reinforced by armour rock using salvaged rock from the old wall as well as new rock. This was done as the excavator retreated along the remaining wall while the newly excavated section flooded with sea water. The earthworks continued throughout 2007 under the supervision of Noel Street and Brian Trevena, assisted by the dry weather. The commodore's report for the year ending 30 June 2007 noted two significant milestones.

The first was that our membership has now passed a thousand. The second is that our surplus on operations has now passed \$1 million. (This excludes the \$1.5 million plus we have received as part payments on the Stage 5 marina berths.)<sup>12</sup>

The squadron rightly felt proud of its achievements as it was at that time one of Yachting Victoria's largest members and one of the leading yacht clubs in Western Port. Members were now beginning to look forward to the benefits of a larger marina and were getting restless with the construction delays because the drought, which had been a boon to the project in the early phases of construction, had finally broken. The trucks carting soil to a dump site at Rhyll had previously passed each other along the widened marina perimeter dirt road but now they were hampered by the wet and muddy conditions. As a result, excavation work slowed and members frequently asked when the marina extension would be opened. Not having a crystal ball handy, the committee was unable to satisfy their interrogators, although on any fine day 'fingers (were) crossed that this fine weather continues until it has all been removed!<sup>13</sup>

While the excavations were facing hold-ups the committee commenced work on the second of the major contracts required for the implementation of the Stage 5 marina expansion project – the provision of piles, floating pontoons and an access gangway at the western end of the new berth row as well as provision of associated services such as power, light, water, fire fighting extinguishers and hose reels. Australia now had several reputable suppliers of pontoon designs. In November 2006 the squadron sent out requests to five companies,

including Bellingham Marine who had supplied the first marina with its floating pontoons. The club's consultant, Sinclair Knight Merz, had prepared the expansion design. By December 2006 all five companies had responded. Of these Bellingham Marina and Pacific Pontoon and Pier offered the most attractive prices, although their designs were completely different.

Bellingham's proposal was based on the same (though slightly upgraded) design as our existing pontoons; that is concrete encased polystyrene floatation units, with concrete decks and timber walers connecting adjacent pontoons. Pacific offered a design based on high-density polyethylene sheathed polystyrene floatation units, with reinforced concrete beams supporting the integral concrete decks and adjacent pontoons connected with flexible elastometric hinges.<sup>14</sup>

The marine expansion working party was familiar with the Bellingham design; however, they decided that the Pacific design warranted further investigation. A review group consisting of Hamish Hughes, Noel and Pat Street, Alen Garrett and Neil Stewart visited Martha Cove to inspect the local Pacific pontoon-manufacturing yard and the installed pontoons at the Martha Cove marina. At that stage Pacific Pontoon had installed three hundred and thirty-seven berths at the marina with up to one thousand still to be installed. There were a number of positive aspects to Pacific pontoon construction. These included very good pontoon stability with the walkways twice as long as those in the existing marina; fewer maintenance requirements; and the aluminium fendering framework with its attachment bolting cast into the concrete deck allowing the sections to be snapped together for easier disconnection of pontoons. Although the HD polyethylene floating sheath was more susceptible to external impact damage it could easily be repaired by polyethylene welding. The working group concluded: 'We are very enthusiastic about the new pontoons, piles and services which have been ordered from Pacific Pontoon and Pier. We are confident that they will be an improvement on the Stage 1 to 4 berths which have served us for some 20 years.'<sup>15</sup> Pacific Pontoon and Pier were therefore offered the contract and accepted the works. The pontoons were built off-site and were ready for installation before Christmas 2007 but once more inclement weather delayed the progress of the project.

...at the time I was unable to answer the 64 thousand dollar question "When will it be finished?" Fortunately I am now in a better position to do so. Weather permitting we expect the major earthworks to be completed by the end of March (2008). Pile driving will commence when the barge arrives and then the pontoons will be put in place. We hope to welcome the new boats into their berths by late June. Naturally it will be some time later before all the utilities are fully functioning and the whole project is complete...Sales of the few remaining 10.5 metre berths continue and it is possible that we could be sold out by opening day.<sup>16</sup>

Work on the new extension progressed so strongly throughout the Winter of 2008 that a berth holders meeting was set for 28 June 2008. At this meeting Neil Stewart announced that new berth holders would be able to take up their berths in August. 'New and old berth holders alike were most interested in Alen Garrett's highly informative visual presentation showing how to read the elements, how to enter the marina and manoeuvre into your berth safely and his tips on how to set up permanent mooring lines and fenders.'<sup>17</sup> This was safety information was

important because of the changed sailing conditions within the expanded marina and at the marina entrance. It was stressed by Rear Commodore Rob Wilson in the *Quarterly*.

Alen Garrett...gave some good tips on following the leads, handling your boat in the cross tides and berthing your boat. If you are bringing your boat into the new marina for the first time and are unsure of how to do this, please contact me and we will provide you with some tips. This advice is most important for keeled yachts. Believe me I know, as I have been the butt of many jokes that won't go away. To avoid this unfortunate situation, it is best to seek advice from someone who has experience.<sup>18</sup>

One of the benefits arising from the marina extension was the development of an access road where there had previously been a track around the perimeter of the marina. Until now it had served as an access track for works machinery but now, with the works finished, it was upgraded and sealed. It became a dual access road, approximately three metres wide, to the new north arm of the marina. Plans had also been submitted to Council for a car park for thirty-four cars and provision of a large turning circle at the end of the road. This would make the older method of reversing the car past the clubhouse redundant. Of course, a speed limit of ten kilometres per hour was imposed and three speed humps were built to reinforce these restrictions. Drivers were also reminded that pedestrians had right of way across the newly placed zebra crossing leading from the bottom of the stairway near the clubhouse.

The meeting concluded with the announcement that the project was being completed within budget and that all berths had been sold. It was followed by an informal get-together where new berth holders and old, including several of the original berth holders from the early seventies, held animated discussions about stories from the past. Four months later, at the October Annual General Meeting, a motion that life membership for special services to the squadron be conferred to five members was generally supported. These five members, who had been involved in the marina expansion project as well as other club duties, were Brian Trevena, Neil Stewart, Noel Street, Pat Street and Hamish Hughes.

The Spring edition of the *Quarterly* informed members of the official opening of the marina extension with the words 'Celebrate 188 on 15 November 2008'.<sup>19</sup> The opening of the extension was to be combined with the annual Sail Past and Opening Day festivities. The Honourable Greg Hunt MP, Federal Member for Flinders, would be opening the new marina extension and former Commodore Ken Stuchbery was to open the 2009 season and both guests were to judge the Sail Past for the best dressed boat. Attending members were asked to bring a plate to supplement the food and drink provided by the squadron and all refreshments were to be served by caterers.

When Opening Day dawned the skies were clear, the breezes gentle and the sun's heat was pleasant. Over four hundred people attended the celebrations, many of them wearing white caps embroidered with 'Celebrate 188 on 15 November 2008' which had been given out in the 'showbags'. These had been put together by the volunteers in the showbag construction team, who had diligently worked to fill the hundreds of bags with many sponsors' gifts donated to mark the celebration.

Before unveiling the plaque Greg talked about how far the Squadron had progressed in just 42 years due to the collective drive and energy of our members and their positive attitude. He noted that this teamwork and spirit was recognised by the Premier, Dick Hamer, when he opened the marina in 1973. Greg predicted that if our children and grand children continue with this attitude our club facilities should be even more impressive in the years to come.<sup>20</sup>

Forty dressed boats made up the flotilla that sailed or motored past *Trevally III*, the commodore's boat. Back at the clubhouse Ken Stuchbery reminded members of the early days of the squadron and how the marina had been financed and built. His talk was enhanced by the continuous screening of slides taken by his father, Hugh Stuchbery, during the building of the clubhouse and the original marina. Many of these photographs later appeared in the special Summer 2008 edition of the *Quarterly*. The editor, Mark Johnson, was planning to make the slides, with their captions, available to members on disk. 'I know many members like myself found it hard to picture the club 30 plus years ago and the slide show of photographs taken by Ken Stuchbery's father were a wonderful way to appreciate this.'<sup>21</sup> By the end of the day the club had marked an important milestone in its development, with the biggest turnout of members and guests in its history. Over the ensuing months berth holders and visitors, including Kevin Ezard, chairman of Boating Victoria, were enthusiastic in their praises.

Members now turned their attention to beautifying the squadron grounds. When the heavy earthworks ended, working parties set to work to repair the damage that had occurred to the newly created embankment and retaining wall on the marina road bank, and near the new north arm entry. Replanting working bees, and later in-fill planting working bees, began in earnest under the supervision of Neil Stewart, ensuring that the bank became well vegetated. Members 'who spent considerable effort scrambling up and down the bank in wet and dry conditions during our various planting working bees'<sup>22</sup> could rightly be proud of the backdrop the maturing shrubs on the bank provided to the marina. These plantings also reduced soil erosion and increased native wildlife. The old marina gate key security system was replaced by electronic discs in 2006. With their capacity to be de-activated, these electronic tokens provided an additional bonus when membership lapsed or an access token was lost. This new system excited member Peter Watson so much that he penned an eight-verse poem in honour of it, concluding that:

So that's all about this new fangled device  
It's really easy to use by you all, in a trice  
So Newhaven Yacht Squadron's leading the way  
Amongst all the clubs scattered around the bay.<sup>23</sup>

Following discussions with the Department of Sustainability and Energy and Bass Coast Shire, a stainless steel sewerage hopper was installed near the old passenger landing on the eastern end of the marina, finally ensuring that the sailing community complied with Environmental Protection Authority standards. This was provided free of charge to members although the visiting public were charged a fee. The fire reel stations were upgraded on the Stage 1 to 4

marina and new ones were installed on Stage 5 marina, together with fire extinguisher cabinets.

After twenty years of service the Stage 1 to 4 section of the marina was showing signs of wear and tear. Funds accrued from the annual marina maintenance levy were approved for the refurbishment of the old marina and the work was to be completed before Christmas 2008. Bellingham Marina was contracted to undertake the work of fitting new pile surrounds, walers and a stronger pontoon on the eastern end of the northern arm. In spite of their age, the old marina pontoons were in good condition and many more years of service were foreseen before they would need to be replaced. At the same time a marine tide gauge was installed in the northern section of the marina near the entrance gate. This was repainted and renumbered by club member Bob Varcoe. The gauge gives an indication of the depth of the water at the entrance channel to the marina. When the gauge reads 'zero' there is approximately 1.4 metres of water in the channel, which, as it is only eight to ten metres wide, highlights the importance of keeping the leads in line, especially at low tide.

Also targeted for improvement was the club beach, which is a crescent-shaped sliver of sand next to the launching ramp. At low tide it provides easy access into the waters of the marina for off-the-beach boats. It is also a picturesque backdrop for the squadron's flock of ducks. Unfortunately, it is also the reason why the club's launching ramp becomes covered with sand, making it difficult for cars launching or retrieving boats to get traction. The launching ramp was scrubbed clean with the aid of a bob-cat. There was evidence of deterioration in the structure of the ramp so the squadron made plans to replace a section. Peter Cossa and his team were given the unenviable task of bringing it up to acceptable standards.

One of the major problems when working on the boat ramp is that there is only one window of opportunity each month, this is during the daytime spring low tides which only occur once every lunar cycle and only last 3 to 4 days. These tides occurred at about 0800 hours and meant that the concrete pour had to start at 0700hrs on Saturday; the site had been prepared over the preceding two days. Pouring started on time whilst the tide was still ebbing and allowed a couple of hours before the incoming tide started to cover the new concrete, the tide chased the team up the ramp but they worked furiously and beat the 3 metre high tide. The job was completed satisfactorily despite two squadron ducks crossing the wet concrete.<sup>24</sup>

Extra sand was ordered to refurbish the beach. When it was delivered, Phil Arbuckle donated his time and machinery and spent two days moving and spreading the sand, greatly enhancing the beach. As the squadron now had an up-to-date marina, members were keen to keep an eye on their boats as well as the weather. This provided the momentum to install a web-cam. Members were able to log onto the Newhaven Yacht Squadron website and observe the weather conditions, the state of the tide or how busy the ramps were. Funding for the web-cam was received from Marine Safety Victoria. It soon became a frequently used source of local and up-to-date information. Not surprisingly, given all these improvements, the squadron's insurer recommended that the minimum public liability insurance required by berth holders should be increased to \$10,000,000. The squadron's safety certificate and

declaration was amended to reflect these requirements and proof of insurance was requested. Each boat registered at the marina was allocated a Newhaven Yacht Squadron number to allow for easy recognition and identification.

The benefits of all these improvements were highlighted to squadron members during a storm in the Winter of 2009. The region experienced gale-force to storm-force winds with an alarmingly high tide, the combination of which caused considerable damage throughout Western Port and Port Phillip. Members who were at the clubhouse that day remember watching as a large private yacht, which had been moored in the gutter, dragged its chain for several hours and drifted about a kilometre toward the bottom light south-west of the club. The seas were so wild that apart from notifying Parks Victoria there was little that the observers could do.

While this drama was unfolding we thanked our founders for building the marina. The waves pounded the northern groyne all day and at high tide later in the afternoon the seas nearly reached the top. In the north westerly storm force winds, the spray was so strong that it uncovered the stones protecting the fabric reinforcements on top of the groin (*sic*)...However throughout all this pounding the outer wall stayed firm and inside all out boats and pontoons were well protected.<sup>25</sup>

The only damage to the squadron as a result of that storm was to some covers and awnings on a few boats, including the squadron's safety boat, *ND11*. The tides were so high that even the older local fishermen had trouble remembering higher tides. The lower car park next to the public ramp flooded. 'The finger alongside our marina ramp (was) doing contortions and the platform by the careening berth was nearly underwater.'<sup>26</sup> This platform, a remnant of the original fixed walkways, usually stands at least two metres above water level. On this occasion water was lapping over the platform floor. With the squadron projects generally complete, club membership at 1,084, a financial surplus over \$1.1 million and modest increases in subscriptions and fees, Hamish Hughes decided that after ten years as commodore it was time for him to retire. Vice Commodore Noel Street was duly elected as commodore at the Annual General Meeting and he 'committed to continue the constant improvement to all facets of the Squadron's activities.'<sup>27</sup>

Further upgrades to the Stage 1 to 4 marina were on the committee's radar. Funding was approved to facilitate upgrading the fire hose reels so as to bring them up to the current Australian standards. Ultimately twelve fire hose reels were installed on the south and middle berths rows. The seven wooden extinguisher cabinets had reached the end of their useful life and replacement metal cabinets suitable for the marine environment were sourced. Later, emergency life rings were installed throughout the marina as recommended after a hazard risk survey carried out in 2009. Members continued to tinker with improvements to the north arm with the addition of a small pontoon attached to the main walkway, next to the bottom of the gangway. This pontoon was to be used for the storage of trolleys, a refuelling sign and spill kit, as well as other communal pieces of equipment, therefore removing these items from the berth fingers where they had been stored, much to the inconvenience of berth holders.

In addition to the congestion on the squadron and public launching ramps, the entrance to the marina became an area of increased traffic use, a situation unchanged to this day. Because of the geological conditions that continue to exist in the channel, the larger powerboats and yachts still only have a narrow channel to negotiate and must exit following the leads if they are not to hit bottom. In particular, at low tide they cannot deviate from their course without running aground. On busy days on the public ramp, which is in close proximity to the marina entrance, many small pleasure craft are anchored temporarily in the channel on the squadron's 'leads' while their owners attend to their trailer before retrieving their boats. This situation greatly inconveniences squadron boats entering or leaving the marina. As in 2009, members are still warned to be aware of this situation, particularly when the tide is low in mid- to late-afternoon on hot days when ramp activity is busy.

Naturally, car parking became an issue as the general public and squadron members vied for the limited number of parking spaces close to the launching ramps. It is still a common sight on busy days to see cars with their trailers parked on side streets several blocks from the public launching ramp and marina. Squadron stickers, to be displayed on the car windscreen, were issued. Council parking inspectors became a frequent sight and infringement notices were issued to those who did not comply with parking regulations.

To add to the squadron's parking issues the original application for thirty-four parking spaces was, of necessity, decreased to eight with a turning circle at the north-west of the marina access road. This had been approved by the Department of Sustainability and Environment, but was now rejected by the Bass Coast Shire Council. Following the objections of several residents, Council made the recommendation that the parking spaces and bituminised turning circle be completely removed. The committee did not accept this as removal of the road would impact on the squadron's ability to have heavy machinery attend to the maintenance of the marina walls. The committee lobbied and a mediation session between three of the four objectors and four representatives of the Newhaven Yacht Squadron committee was set up. It was conducted by a professional mediator, Robin Saunders. After three hours of discussions 'the mediation was positive in that a negotiated outcome was reached by both parties in an open spirit of good faith by all.

- a) ...parking will be restricted to one disabled car park, and two short-term loading spaces;
- b) the design will be optimised to respect:
  - traffic management and circulation;
  - minimising the visual impact of signage;
  - taking opportunities to strengthen vegetative screening;
  - accommodation for major construction equipment...

Signed by:	Hamish T Hughes	Rob Wilson
	Jennifer J Hughes	Patricia Street
	Alen Garrett	Neil Stewart
	Denise Garrett	Gemma Van Cuylenburg
	Noel Street	Penny Manning <sup>28</sup>

Following these events, the committee considered limiting membership numbers in order to minimise congestion and enable every member equal access to facilities. The committee, all of whom were volunteers, had come to realise that any increase in membership resulted in their work growing exponentially. Commodore Noel Street wrote in the *Quarterly* that 'committee members often spend up to 20 hours per week on club duties and still manage to have paid jobs and attend to family commitments. The only thing suffering is the boating and fishing activities.'<sup>29</sup> He calculated that if the squadron employed professional staff to carry out the same tasks that the volunteers undertook, the club's annual fees would rise by approximately \$100 per member. This would bring squadron annual membership fees up to those of several of the larger clubs.

## THE COMMITTEES

Routine work continued for the committee. Once more Yachting Victoria and Yachting Australia membership issues required attention. Over the Summer of 2005, Yachting Western Port had been representing the interests of the twelve Western Port clubs in two areas of importance – club and individual membership of the two yachting bodies and the Coastal Action Plan. Up to that time, membership of the two administrative bodies had been on an individual member basis and for a time was only compulsory if members competed. However, in the 1990s yachting clubs were asked to pay membership fees for all their members causing onerous costs and leading to the resignation of clubs from Yachting Victoria and Yachting Australia. For clubs like Newhaven Yacht Squadron, membership of these bodies was necessary if the club was to continue running sail training, racing, cruising, powerboat handling and safety courses. Newhaven Yacht Squadron, together with many other clubs, was keen to see a fee arrangement whereby all Victorian yacht clubs contributed with due recognition of their size and members' interests. Committee members spent many hours attending meetings of Yachting Western Port and Yachting Victoria in order to represent the interests of the squadron.

Last year after two years of consultation and discussion the clubs voted for a new system of YV affiliation fees. It is the club, not its members, that is the member of YV. Each club pays an annual fee based on its Member Club Category: the highest fee is \$89,600 and the lowest \$515. The category of each club is based on criteria such as: total club membership, club membership income, categories of membership within the club, total club sailing and boating members and total club income...Next year the way YC collects the YA fee will move away from the previous amount per registered individual member to a flat Club Category fee. The highest fee will be for \$35,000 and the lowest \$200.<sup>30</sup>

As a result of these changes, Newhaven Yacht Squadron benefitted from a lower fee base and was placed into a better category. The squadron also gained an increase in voting rights as this was now aligned to club membership numbers.

At the same time, Yachting Western Port was studying the Central Coastal Board's draft Coastal Action Plan (CAP) which provided feedback from a Western Port recreational boaters' perspective. Yachting Western Port and Newhaven Yacht Squadron committee members

attended the Central Coastal Board Feedback Forum held in Melbourne in January 2008. Attendees were looking to ensure that the government and those responsible for coastal planning and development had a full understanding of the current diverse needs of its members and of future needs of all competitive, cruising or angling recreational boat users. Members were encouraged to view the Central Coastal Board's website and add their comments to those of the squadron's.

As usual the squadron was 'active with the other eleven member clubs in Yachting Western Port arranging our calendars for next season covering social, racing, training, safety and lobbying activities.'<sup>31</sup> Individual clubs ran certain events on a yearly basis while other events rotated around the clubs. Newhaven's turn to host the 2009 Western Port Challenge for trailable and keel yachts was discussed at the quarterly meeting of Yachting Western Port in the Spring of 2008. The sailing committee took on the responsibility of running that challenge at the same time as it completed its 'goals for 05/06 [which] include GPS instruction, MOB (man-over-board) drill, training for rofficials and developing effective rescue procedures.'<sup>32</sup> In particular, the national powerboat handling course (TL3) that the squadron ran under the auspices of Yachting Australia and Yachting Victoria had seen some two hundred members pass the course over the period 2005/2006 and two members, Ray Frith and Jeff Shawcroft had successfully qualified as sailing instructors. This course continued to be popular with many of the powerboat fraternity who earned their qualifications over the years. It was run over three days, usually in the quieter Winter months, with meals provided. The cost was approximately \$300 per person in 2009 and covered marine law, navigation, tides, meteorology and marine communications. As a bonus, the course also included a flare demonstration and practical on-the-water tuition. 'Our instructor, Harry Williams, has again shown that a mix of theory and his practical experience make courses both informative and interesting.'<sup>33</sup> Wives and partners were also encouraged to attend the course as they often went out in the boats and could be called upon to act if some event occurred to prevent the captains from carrying out their duties. Yachties were also reminded that yachts with motors were placed in the powerboat category and they were encouraged to get involved in this course.

In 2006, the squadron discovered that its club boat was in need of major repairs. However, after considering the costs, they decided that it would be more prudent to purchase a new boat. Rear Commodore Alen Garrett applied to Marine Safety Victoria for an education and training grant of \$8000. In the application he emphasised the training aspect of a club boat in powerboat handling and off-the-beach sailing. The boat would also be used to provide training in sustainable fishing and to assist with the man overboard drills run, as well as practical training in the use of DSC/VHF radio. The club boat would allow the squadron to participate in joint rescue training exercises conducted by the authorities.

In 2007 an Arvor 20 was 'purchased within the budget thanks to the underwriting of sponsorship by 3 committee members and the subsequent donation by a club member.'<sup>34</sup> Graeme Ablethorpe lent his Arvor trailer and Alen Garrett drove to Sydney with Rob Wilson, who donated his car for the trip, to collect the boat and bring it to Newhaven. To maintain the boat in optimum condition the committee decided that its use would be limited to those

members who had completed the National Powerboat Handling Course and the Radio Operators course. Harry Williams, a qualified instructor who had run courses at Newhaven, was approached to develop this course to 'licence Club Members to skipper the Club Boat.'<sup>35</sup> The club was inundated with interest and a second course was run later that year.

The club boat, *ND11*, was perfect for the requirements of the squadron. It proved capable of meeting the diverse needs of the club although its 'Herculean' towing strength put considerable strain on tow rope attachment points and members were advised to run additional lines to several strong points on the boat when heavy towing. Members were also reminded that the maximum speed for safe towing was less than six knots, which still made it possible to run against the ebb tide in the narrows.

The yachting fraternity could avail themselves of training courses specifically tailored to their needs. The basic sail-training course, which was first developed in the 1990s, remained extremely popular. This course was offered to the young and the young at heart. Alen Garrett, Bob Sterling and Jeff Shawcroft ran the earlier courses. The only requirements were that the participants needed to be confident in the water, be able to swim at least fifty metres and, in the case of children, be in at least grade four at school. The course was conducted over two Saturdays, usually a few weekends apart. 'Beginner Sail Training was ably run by Pauline Draper and Matt Draper, with a special thank you to Natasha van Rennes for her display of Dinghy sailing and to Anthony Huther for providing another boat and coaching skipper.'<sup>36</sup> Junior club members, such as Natasha van Rennes and Matt Draper, who started off as learners, later became involved in the program as assistant instructors. In 2010, a new format was introduced with the employment of Yachting Victoria coach Jimbo Wierzbowski from the Merricks Yacht Club.

The first day of the course was devoted to theory such as the basic principles of sailing and 'the practical demonstration (using a model boat made by Jim McWilliam) and a fan (to give us the wind) made the session very interesting indeed.'<sup>37</sup> Students were given homework and had to learn all the parts of the dinghy as well as how to tie knots. They returned a weekend or two later for a day of sailing to put the theory into practice.

Matt (Draper) and George (Reek) headed out in the club Pacer to give a demonstration. All the learners along with Rob (Wilson) and Pauline (Draper) followed in the Club Boat to watch and explain what the boys were doing and how they were using the wind. The last manoeuvre of the day was a controlled capsize. OOPS! You guessed it, something was sure to go wrong. The boat caught in the tide nearly turned turtle (that's completely upside down) and when righted had a broken mast. George stayed in the water to steady the boat while Matt climbed aboard, released the shrouds and pulled the rig aboard, folding the mast in half. We were then able to show the learners how to do a rescue and towed the Pacer back to the marina. It was great to see both George and Matt remain calm throughout and do what was needed.<sup>38</sup>

After a long day of sailing, the course finished with a much appreciated sausage sizzle at the clubhouse. The many ladies who made up the 'catering crew' were very much appreciated for

their culinary skills at morning and afternoon tea. In 2009, after requests from members, the training sub-committee developed a navigation course to augment the sail-training course. It covered information such as basic coastal navigation, how to read charts, how to calculate to set and drift and how to calculate fuel requirements. The first course was run on 26 July 2009 with eight Newhaven Yacht Squadron participants. As training officer, David Mirtschin stressed to members: 'Although GPS units can now be used to pinpoint a vessel's position all skippers should have a chart onboard to ensure that they are aware of the navigational hazards they may encounter. Those who participated in the course rated it mind bending, but worthwhile'.<sup>39</sup>

Running parallel to the basic sailing course was the man overboard (MOB) exercise. In previous years, the man overboard instruction took several formats with the squadron never losing an opportunity to encourage members to practice this important procedure whenever they could. 'We ran a MOB exercise at the conclusion of the First Winter race.'<sup>40</sup> Participants in the race were asked to throw a floating object, such as an old life jacket or fender, overboard and then to practice returning to it quickly to recover their 'MOB'. Another time, when high winds resulted in a dinghy race cancellation, 'the four junior members took it in turns manoeuvring the Club Boat along side the floating fender'.<sup>41</sup> However, from 2009, the squadron ran advertised man overboard courses.

This course was well attended by Club Members. The exercise consisted of a very lively theory discussion in the morning followed by recovery drills in the marina and also outside in the middle of Westernport. Thanks to George Reek, our resident dummy (volunteer), drills were practiced for all the various points of sailing.<sup>42</sup>

The two salient points that stood out for Alen Garrett were 'to do everything to stay on the boat and develop recovery techniques unique to my boat.'<sup>43</sup> Teddy Tompkins, Safety Supervisor, went further and suggested 'so take care to keep your decks tidy. Try to have nothing to trip over. And when nature calls, it is always better to use a bucket, then chuck it over board instead of trying to balance over the gunwale.'<sup>44</sup>

However, in order to prepare members in case things went awry, there were also courses available on life jackets, and on distress beacons. The latter included topics such as emergency position indicating radio beacons (EPIRBs), as used on boats and ships, and personal locator beacons (PLDs), as used by bush walkers, 4WD drivers and crews in boats and planes. The at-sea rescue of Anthony Bullimore in 1997 highlighted the importance of emergency beacons, while the bush rescue of Tim Holding, a Victorian Government Minister, ten years later highlighted the inadequacies of mobile phones which are often out of range and whose battery life is short. From 1 February 2009, distress signals were monitored by the search and rescue authorities from 406 MHz digital beacon signals. Safety Supervisor Teddy Tompkins, pointed out that it was mandatory for vessels operating more than two nautical miles from the coast to carry an emergency beacon, but this law did not apply to the waters of Port Phillip and Western Port. 'In a life-threatening emergency your 406 MHz EPIRB could save your life and the lives of your friends and family on board.'<sup>45</sup> All members out on the water were encouraged to acquire an emergency beacon.

The importance of life jackets was not lost on the safety committee. By 2006, the wearing of personal flotation devices (PFDs) by children under the age of ten years was required by law and the squadron had purchased several to lend to members. 'I had occasion to use some the other weekend for some young relatives. Without the jackets, I could not have taken them legally on to the marina or sailing.<sup>46</sup>) Following the changes to safety equipment regulations in 2006, Marine Safety Victoria (MSV) updated its safer boating DVD with acting skills of Newhaven Yacht Squadron members. On a somewhat cold and miserable Sunday in April 2006, author and squadron member, Hamish Hughes, together with colleagues from Interactive Training Australia, shot new footage in the marina. 'Our Natasha van Rennes and Dean Janosa, son of MSV safety officer Dennis Janosa, braved the weather to demonstrate different styles of PFD's, Personnel Flotation Devices [sic], in use.'<sup>47</sup> The Janosa family of Dennis, his wife and their two youngest daughters then went on to show the different styles of PFDs that could be comfortably worn while underway in a boat. The importance of personal flotation devices was not lost on the general public either.

I was sailing one afternoon in Cleeland Bight when in the distance I saw a very small boat with someone standing and waving frantically, obviously in distress...On arrival at the boat I found a very small tinny towing a plastic inflatable dinghy. On board were three boys approximately 14 years old accompanied by a puppy. All the boys wore life jackets and they had anchored their boat against a fast flowing tide. Their motor had failed and they needed to return to San Remo. I threw them a line and after asking them to balance the boat by moving aft a little, towed the now happy party back to shore.<sup>48</sup>

One of the changes the squadron had actively pursued was the need for adequate emergency radio coverage for Central and Eastern Bass Strait. 'Radio Officer Bill Pratt, of Western Port Marine Rescue, is making good progress in grinding his way through excessive red tape of a technical nature to ensure that we will soon have a VHF radio repeater on Mt Oberon.'<sup>49</sup> Unfortunately for Western Port Marine Rescue (WPMR), new government initiatives and the difficulty of recruiting volunteer radio operators resulted in the Western Port Marine Rescue radio service closing although they continued to run joint rescue boat training exercises and assist clubs to run training sessions. The radio operations of Western Port Marine Rescue were transferred to Australian Volunteer Coast Guard (AVCG) at Hastings. The push to commission VHF repeater stations covering the whole of Coastal Victoria was continued by Coast Guard Gippsland and on 17 May 2007 the VHF repeater, Channel 22, at Mount Oberon, in the Wilsons Promontory area, started to function. The August 2007 edition of Marine Safety Victoria's newsletter advised 'that "VHF Marine Repeater Network about to go live" with the implementation of a repeater network extending across Victoria's coast from Portland to Mallacoota. Repeater stations in our area are: Arthur's Seat channel 82, Bass Hill channel 21 and Mt Oberon channel 22.'<sup>50</sup> VHF radio reception gave better coverage and was more reliable, and VHF radios had more features. Unfortunately, it was also more expensive to buy and a marine radio operator's licence was required to run it. Members were encouraged to attend the marine radio operator's course and sit the necessary examination before acquiring a radio. The club, however, continued to use the old 27 MHz radio for communications between members during club activities such as fishing competitions and racing events.

In racing it's used for confirming number of people on board, if race is shortened, or any other situation which may arise that competitors need to know about.

So, for the small outlay for the radio and aerial, no licence or special training it is very worthwhile having one. Some people use their 27 MHz to chat to their mates and swap all sorts of fishing stories etc.<sup>51</sup>

At the end of each Summer racing season, the club promoted its training activities and encouraged members to properly maintain their boats.

Figures from the Water Police show from July 2009 to March 2010 show 129 people were fined on the bay...

The most recent figures from Maritime Safety Victoria show 18 "serious recreational incidents" have occurred in Western Port and 3 serious commercial incidents. Inexperience, errors of judgement, navigational errors, failure to keep a proper lookout and other human factors were the greatest contributors to both commercial and recreational incidents..., followed by environmental factors such as tide and wind and then the problems, such as equipment failure.<sup>52</sup>

## THE BOAT YARD

Members were involved in the upkeep of their boats making the maintenance yard a busy and at times dangerous place. 'Under Worksafe our yard would be considered a workplace and thus also subject to requirements of the applicable government legislation and regulations.'<sup>53</sup> Glen Botterill, the maintenance yard manager, was given the task of implementing these safety initiatives. The Botterill name was well known as Glenn's father had built the Botterill range of boats, including the legendary Botterill Explorer. Several areas received immediate attention. Work and storage facilities were improved when the shelter in the south-west corner of the yard was completely roofed and a back wall provided. Workbenches and storage racks were added to the west end of the dinghy shed. Further storage was provided in the north-west corner of the yard. Members were encouraged to use the electrical leads and equipment provided in the yard as these had been electrically checked and tagged. New signage was installed advising requirements for access, contractor insurance and work clothing, as well as the prohibition of alcohol and smoking.

Our Maintenance Yard is of course a work site where heavy objects (boats) are handled, potentially hazardous equipment is in use, work has often to be conducted at height and the potential for tripping or slipping exists. Consequently the yard is subject to all the common sense rules and practices which users should apply to such a facility.<sup>54</sup>

Access was restricted to authorised personnel. Visitors to the yard were discouraged. New locks were fitted to the yard gates and, unlike the marina gates, could not be opened with the members' usual key. Those wanting access were required to seek out Glen Botterill. Some members voiced their concerns about the difficulty in gaining access to assist an injured member in the maintenance yard. Although the committee did not think that this was a highly

probable scenario they addressed these concerns by installing 'an emergency key for the yard...in a "break glass" style box fixed next to the pedestrian yard entry gate.'<sup>55</sup>

To address the issue of members working at height on the larger boats, a super trestle was acquired. This was a 1,600 mm long by 450 mm wide platform that could be elevated to a height of 1,650 mm with handrail and a rail mounted toolbox. As the trestle weighed 30 kg and folded up like an ironing board it was thought to provide the advantages of being portable and easily stored. This proved to be so popular that Commodore Noel Street sourced a second work platform for the maintenance yard. The other major addition was the acquisition of a second trailer to accommodate the larger yachts. A small working party, utilising information provided by Peter Watson from his experiences of slipping boats at other marinas, and with the assistance of our resident structural designer George Reek, made plans for the new trailer.

I thank George Reek for his many hours spent designing and preparing drawings for the new trailer. In the past trailers have been built without drawings, but George has brought us up to current standards with proper records and specifications.<sup>56</sup>

Another major change in the yard was the decision that slipping of boats should be done with the aid of an electric tractor-mounted winch rather than continuing with the 'long rope' method. The old Fordson Major tractor had been replaced in the previous year with a four-wheel-drive New Holland tractor, which was very capable of handling the new large yachts and boats now docked at the marina.

## THE CLUBHOUSE

'The improvements to the clubhouse are continuing, after being on the backburner for several years as our attentions were directed to the marina extension.'<sup>57</sup> The first major project planned consisted of modifications to the lower deck. Ken Bastin donated the new carpet to the downstairs office and committee room, which was cleared by club members for the job of laying it. Members were reminded that no wet or dirty shoes were allowed inside any more. Plans were drawn up to upgrade the male and female toilets and showers and separate them from the main meeting areas to provide more privacy. The lower deck kitchen facilities were also included in the upgrade. At the same time, the committee considered replacing the fence around the clubhouse and lawn because it was looking dilapidated. The building sub-committee, and in particular Rob Wilson, took on the task of making the new fence. Work on the fence started in 2006. The old wire front fence was removed and a wooden capped picket fence erected in its place. The final coat of white paint was applied to the front fence during the working bee just before the Sail Past in November 2006 with members Kon Cili, Ron Cherry, Peter Lynch and Paul Lowe doing most of the painting. 'Rob Wilson took on the challenge to construct a new sign for the club. He even had to leave work early on a couple of Fridays!! Rob sourced the parts and organised the signwriting, to a design developed by Jenny Hughes. He then sculptured two posts that matched the new fence (Rob's also) and completed the construction in time for Presentation Night.'<sup>58</sup> A white life ring in Newhaven Yacht Squadron colours and typeface, with burgee, naming the squadron and year of its founding now graced the front gate.

The sub-committee then turned their attention to the club perimeter fence on the north side of the clubhouse and the lawn. This fence was designed with a lower profile to take advantage of views over the marina from the lower deck. It also incorporated a lockable pedestrian gate opposite the circular staircase emergency entrance and a lockable double gate opposite the lawn. This double gate was designed so that the lawn area could be opened up for off-the-beach dinghy preparations as well as giving Glen Botterill a larger area when he was manoeuvring trailers in and out of the maintenance yard. This arrangement stopped members from parking their cars and trailers on the lawn. The white picket fence was finally completed in early 2010.

The lower deck refurbishment started in the Summer of 2006/2007 with the construction of the partition and ramp in front of the showers. Rob Wilson, who undertook the project, must have had his patience tested as he found that there was no such thing as a straight line in this area, the original work having been done by volunteers who may or may not have had carpentry experience. However, he persevered and completed the job. Assembly of cupboards, a kitchen bench top and a new sink was then underway, with dishwasher installation following shortly after. This ensured that the lower deck remained a popular meeting place for a coffee and chat, especially now that members could make their beverage in such convivial surroundings.

Finally I was honoured to represent the Club this week at a community grants presentation by the San Remo Community Bendigo Bank which has given the Club \$1,000 towards our Kitchen Inventory Maintenance. Many of our members may not be aware that we make our magnificent clubrooms available to many non profit organisations free of charge as our contribution to our community. The Bendigo Bank in turn recognizes our effort, and has given us this money to enable us to continue providing this service to our partners in the community.<sup>59</sup>

With both the internal and external amenities now improved, the old roller door to the lower deck was replaced by a glass one to bring 'more light into the downstairs interior, and give us a fine view of the bay, even with the doors closed during inclement weather.'<sup>60</sup> There were plans to modify the northern window to incorporate a d-stacker glass door which would permit unrestricted views of the marina and open up the space to the north of the clubhouse for tables and chairs. This project was finally completed in the Summer of 2010. 'Graham Biggs, with the help of Noel [Street] and Rob [Wilson] has done a fantastic job installing the new sliding doors in the lower section of the clubhouse.'<sup>61</sup> Finally, a downstairs Angler's Corner was set up to assist in the management of all fishing competitions.

The permit for work on the timber sleeper retaining wall behind the barbeque finally came through. Work on the wall, the barbeque shelter and the flagpole was due to start in March 2009. Unfortunately, it was further held up by the delivery of the wrong colour keystone blocks. Work on the retaining wall was completed by the end of 2009, together with the work on the barbeque shelter, the perimeter picket fence and the reinstallation of the flagpole. The 'new look' lawn area was considered a great improvement thanks to the many hours of work of a number of members, notably Graham Biggs, Ron Cherry and Rob Wilson.

Risk assessment audits, which had started in the early 2000s, were now a routine exercise for the squadron. The one conducted in 2009 identified that the emergency stairs at the western deck were not up to standard and that the upper deck railings for the deck and northern verandah did not comply with modern safety requirements.

Perhaps the most notable [improvement] for club users is the stylish new powder coated aluminium and glass balustrade which leads seamlessly to a new egress and access circular staircase. I think all will agree the new construction is a major improvement for those taking their ease on the balcony and being able to enjoy the view through as well as over the balustrade. Surely only those of a truly negative turn of mind would mention the inability to rest one's glass on the handrail!! The circular staircase will also provide a much improved escape route from the building should this be required in an emergency. As usual thanks must go to those (would you believe Rob Wilson, Pat and Noel Street) who rallied when it was learnt on Friday that the old balustrade had to be demolished to allow the installers to come in with the new on Monday.<sup>62</sup>

The squadron was also able to install a new Axminster carpet in the upstairs room. 'Some of the old carpet has been relocated to service downstairs where a club lounge atmosphere has been created as a result of the visionary thinking by members of the social committee.'<sup>63</sup> An infill carpet for the dance floor was ordered at the same time. This could be removed whenever the squadron was entertaining. Blinds were installed in the clear storey of the upper deck to shade the area from the afternoon sun and, if these were inadequate, the old electric strip heaters were replaced with two reverse cycle air conditioning units. Other upstairs improvements included automatic hand dryers in the upper deck washrooms, donated by Fantech, a supplier of ventilation products. This upgrade was organised by Simon Pollard. Jack Dunn and Graham Nankervis upgraded the main switchboard to a modern circuit-breaker type. The old switchboard had been modified and upgraded so many times that it was deemed unsafe.

Volunteering is not all hard work, because being involved in projects allows you to meet fantastic people and gain a sense of ownership of the Squadron. This is the spirit that created the Club in the first place. I thank all our many volunteers for their generous donation of time and resources.<sup>64</sup>

## THE NEWSLETTER

Every Quarter a dedicated group of volunteers pack and seal the magazine for mailing to you all. My special thanks go to everyone who gives up their time at the weekend for this task. If you are at the Club when this job is being done, please spare some time to help. The more volunteers we have the quicker this job gets done.<sup>65</sup>

The *Quarterly* continued to grow from strength to strength, publishing committee reports and contributions from members who travelled near and far, regaling the squadron with stories of their endeavours. Not all members sailed out of Newhaven marina to start their travels. Peter Watson and Ian Jemmeson shared the drive to Sydney before flying to the Gold Coast to meet

*Freebooter*, a Salar 40 owned by Tim Patkin. Over the preceding three weeks the yacht had been sailed from Mackay to Southport Yacht Club by Tim, George and Thelma Reek at which stage 'Thelma was ready to leave *Freebooter* and let us men have a go at being boys.' (Peter Watson NYS Quarterly Autumn 2006) Over the following week the 'boys' sailed *Freebooter* to Castle Crag on Middle Harbour in Sydney, enjoying life on a yacht in friendly company with the chance of meeting like-minded souls along the way, as well as seeing the sights the voyage had to offer.

During the next night we experienced a pod of dolphins chasing each other round the boat showing up as phosphorescent tubes shooting through the water...It was quite wonderful to see this natural sea life while we sailed along.<sup>66</sup>

Experiencing other cultures was on the minds of Robert Hennessey and his friend Belle when they set off for their adventure in Indonesia as one of the participants in the Sail Banda Rally 2010 in *Cognac*, a 54 foot Pugh-designed luxury yacht. Ray Hemmings, who joined the crew in Mackay, reported back to the squadron that 'Robert keeps this boat in excellent condition and to give you an idea of her equipment, he recently installed a desal[ination] plant, just a little smaller than the Wonthaggi one – long hot showers.'<sup>67</sup> After the requisite Customs check of the participating boats anchored in Fanny Bay, Darwin the fleet of over one hundred boats 'of beautifully presented monos, multihulls, your NYS representative *Cognac*, with burgee proudly flying, took off on a run in 15 knots of breeze.'<sup>68</sup> Four days later, they were anchored in Kupong, Timor where the 'sailing instructions did point out that the sea bed is covered in plastic bags and some of our companions had to make several attempts to hook into the earth.'<sup>69</sup> Robert Hennessey and Belle went on to sail further afield while Ray Hemmings returned to Newhaven.

Kevin Chambers finally kept his promise of twenty years to visit his old school friend Allan Marshall, who had retired to Swansea on Tasmania's east coast, to fish the waters of Schouten Passage and the Tasman in his tinnie *Sarelle 4*, a 5.5 metre Savage. At the end of an enjoyable and successful week boating and fishing with his mate he concluded that 'now the Tassie fishing trip "wishin' and hopin' and "plannin' and dreamin'", are all complete. I'll do it all again...one day. Until then, anyone silly enough to listen, will be regaled with my tale about how "my boat's been across Bass Strait and back!!!!" The fact that it had a 29,000 tonne ferry underneath it at the time, will be relegated to the status of mere, minor detail!!!'<sup>70</sup>

Andrew and Alen Garrett sailed to Tasmania in 2009/2010 in their yacht *Brut* and circumnavigated the island from the west in twenty-eight days. Their diary notes to the *Quarterly* describe 'pleasant motor sailing at night', followed by a 'strong NW wind gusting to 40 knots. Hot 35 degrees in the boat' when they had to 'set up the inner forestay and storm jib. Phoned home and said my farewells'. Because of the 'confused 2 m seas with 4 m swell', they 'felt OK while steering but felt lousy after going below'. Finally, they 'anchored peacefully in Bramble Cove...then sleep, then lunch, then sleep'. They continued their trip as they 'motored into a light westerly, making good time', with 'spectacular scenery and tight navigation through the rock islands' making this 'The best days sailing I have ever had' as they

'motored more magnificent coastal scenery'. Unfortunately, with another weather change they 'set two anchors and swirled and surged to the massive wind gusts' as they attempted to rest over-night. This was made up for the next day by '40 knot gusts and confused seas but a high speed exhilarating run', but then it 'rained all night, but well sheltered' which resulted in the question being asked of 'How can mosquitos fly in heavy rain?' They were mesmerised when they 'saw synchronised diving from several groups of dolphins, smiling albatross gliding and shearwaters flocking'. As they progressed around the Tasmanian coast they experienced 'very windy and roll, but safe' and were 'too tired to sleep or to eat much' but were 'surprised to get phone coverage; great to talk with home'. 'After a reasonably comfortable night we departed [Tasmania and] soon we were belting along at 7 knots, the setting sun was replaced by a faint glow from the NW; we could not work out what it was until it became more obviously the glow of Melbourne'. Finally, and with some relief at the end of their twenty-eight day journey 'the sight of Cape Woolamai is so welcome to a home sick sailer'.<sup>71</sup>

Some sailing stories ran over several issues. Peter and Marianne Watson sailed out of Newhaven in *Ankira* on Monday 14 May 2007. Part one of their trip (sailing up to Bateman's Bay) appeared in the Spring issue of the *Quarterly*. The Summer edition saw them travelling through Ulladulla to Jervis Bay, experiencing the East Coast Current, and finally settling for a few days at Crookhaven River, which ended up being two very cold weeks as a series of four low pressure systems formed off New South Wales. The Winter edition described their two-week Crookhaven River stay, their one-week stay in Wollongong, again due to bad weather, and their journey and adventures in Sydney at the Cruising Yacht Club. Part four of their yachting idyll was recorded in the Spring 2008 edition and described their Pittwater and Newcastle to Port Stephens adventure. Then no more was heard until the stories of Cheryl and Bruce Matthews were published in the *Quarterly*.

The Matthews's last update had described their journey from Australia to Gallipoli over the four years from when they left Newhaven in 2000 in *Narena*, a 34-ft John Pugh Legend design Cutter Rig Sloop. Their original plan had been to sail up to North Queensland and maybe to the Louisiade Archipelago in New Guinea, but having got to Cape York they turned left and sailed on to the east coast of Africa, finally spending several seasons in the Mediterranean. They sold their original boat in 2004 and bought another Australian boat, a 42-ft Savage Oceanic design named *Sea Dove*. After exploring Croatia and the canals of the Northern Adriatic, they arrived in Sibari on the instep of the boot of Italy in 2006.

Before we left we spent a terrific week catching up with the Watsons as Marianne and Peter were travelling around Europe at the time. It was a good Aussie fox for us.<sup>72</sup>

In 2009, having sailed the west coast of Italy, Monaco, France, Spain, Gibraltar and the Canary Islands, they were planned to cross the Atlantic. However, first they sailed to Senegal and Gambia in Africa. 'We've taken almost 9 years to get this far...We plan to sail straight through and after waiting for the correct seasons and trade winds, we should arrive home in Australia around October 2009'.<sup>73</sup>

While some members gallivanted around the globe, others were busy at Newhaven. New members David and Joyce Whelan, having joined the squadron, decided they should acquire a boat and purchased the 32-ft Caribbean motor cruiser *Rejoice*. Before the Newhaven marina extension was completed they dealt with the dilemma of where to moor her by arranging temporary mooring at Yaringa. For Ken and Kath Matthews, the end of an era was marked by the sale of their boat. 'On the 24<sup>th</sup> January this year we saw the yacht *Yendora* leave the Marina in the hands of her new owner.'<sup>74</sup> Squadron members since 1977, they had purchased *Yendora*, a Bollard designed Starfire 30 built in 1971, in 1982 from Tasmania. They refurbished her and spent many years sailing her but being in their eighties, with decreasing mobility and unable to use *Yendora* as much as they wished, they sold her to Jeff Rawson.

Apart from sailing stories, the *Quarterly* ran a myriad of other stories that might interest the diverse membership. Bob Varcoe described how he spent more than two hundred hours labouring to build a model ship. 'I received from the "Modeller's Shipyard" Nowra, the materials and instructions to build a model of the 1803, 30 metre top sail schooner "Mercury", operated by the convict come entrepreneurial merchant Mary Reiby.'<sup>75</sup> Mary Reiby and the *Mercury* appear on the \$20 Australian bank note. The scale to which the model was built was 1:50. She was proudly 'launched' into her glass showcase on completion.

Junior member, Natasha van Rennes, while a year 7 student, informed the readership that

Ancient Egyptians invented sails for boats...This was a really clever idea because it is much less effort to sail, than to paddle or row a boat. Sails are still used today with racing in yacht clubs or squadrons and or against other yacht clubs or squadrons...You can sail in little boats called dinghies or big boats called yachts. So that means you can have small or large sails.<sup>76</sup>

Terry Harris, now hospitalised due to ill health, sent a 'thank you to everyone who has visited, telephoned, sent messages and written to him... It demonstrates the character of the wonderful members of the Newhaven Yacht Squadron'.<sup>77</sup> He was awarded the Allen Lapin Club Member of the Year Award in 2005 for his contributions, which 'far extend beyond his conspicuous role as chef at our scrumptious squadron dinners.'<sup>78</sup>

The stories in the *Quarterly* also reminded members of the joys of recreational sailing and boating in Western Port when Derek and Min Kershaw and their guests sighted a pod of humpback whales breaching off Rhyll. Another story described the migratory flight pattern of the Short Tailed Shearwater, or Mutton Bird, that breeds in Bass Strait and on Phillip Island.

Gradually we became aware of a strange disturbance in both the sea and the sky away to the west...The sky changed hue in a regular fashion, from dark to light and beneath this scintillating patch was an area of ruffled water which occasionally flashed white with spray then settled again to a soft blackness.

As we approached the aerial display reshaped itself into a huge flock of birds, wheeling and swooping together...Below them on the surface of the sea was an acre of closely packed birds. Occasionally, a segment would take off in a flurry of spray, turning the sea into a miniature cauldron in the

process. How many thousands of birds crowded into that acre of sea and sky was beyond our imagination...there were a lot of birds.<sup>79</sup>

Nature would also visit the squadron. A photograph taken by Teddy Tompkins shows a seal became a part time resident at the club one Winter.<sup>80</sup> And one member, tongue in cheek, developed Gary's Weather Forecasting Stone to help others with the planning of their activities. Other members sent articles with explanations of seafaring sayings such as 'shake a leg', 'donkey's breakfast', 'show his true colours' and 'toe the line' Jokes and recipes continued to be published, as they had in the earlier editions.

The tradition of recording the passing of Newhaven Yacht Squadron members continued. Peg Ingham, the doyen of the Ingham clan and a founding member, was farewelled in the Autumn of 2007. After three decades of service to the squadron as ordinary member, secretary (1997), vice commodore (1987) and commodore (1991–1994) Fred Arblaster's life was reviewed in the 2007 Summer edition. In the Winter 2008 edition of, long-time member and the 'voice of VJ3ND', well known to many sailors and anglers, Bob Donovan's life was remembered. Foundation member Dot White, who continued her long-term attachment to the squadron and attended the opening of the Stage 5 of the marina in November 2008, passed away in 2009. Sadly, Bob King died suddenly after a short illness in 2010; he was the squadron's treasurer for ten years and passed away while still in office. He was remembered in the *Quarterly* for his love of sailing his Columbia 22, *Sirocco*, and for his involvement in the club since he and wife Maureen in 1998. Graeme Noonan took over the role of treasurer.

Bob had jumped in at the deep end. Not only did he inherit all the normal duties of treasurer, but he also became a foundation member of the MEWP ie Marina Extension Working Party. At the first MEWP had a vision but no plans, no money, no clients, no rules and a mountain of negatives. Bob became in charge of the finances and also all the legalities particularly with the help of his old firm Hall & Wilcox Lawyers. After seven years the marina extension was complete and all berths paid for. Bob's careful control of the cash flow and term deposits was one of the contributing factors for the project coming in under budget.<sup>81</sup>

Courses continued to be advertised in the *Quarterly*. Old favourites such as the Marine Radio Operators Certificate of Proficiency course, the Basic Navigation course, the National Powerboat Handling course and the Beginner Sail Training course were always well attended, in particular during the quieter Winter months. Members were reminded that 'any craft with a motor, including a yacht, is a powerboat!'<sup>82</sup> and with rumours of proposed changes to the Marine Safety Act suggesting that courses like this one would form part of the Boat Licensing Procedure for new licences, David Mirtschin, the squadron's training officer, was kept very busy. Knowing its members had many interests, the club also ran *ad hoc* courses such as a digital camera session with Mark Johnson whose pearls of wisdom included 'Do not rely on your computer or memory card to retrieve your memories. BACKUP! BACKUP! BACKUP!'<sup>83</sup> Jeff Shawcroft arranged an informative session on the pitfalls of selecting GPS equipment for the boat, with guest speaker Sean from Hummingbird explaining the new side-imaging fishfinder technology. When the north arm of the marina was opened members discovered that their

rope skills were lacking and Neil Lacco agreed to give some instruction on rope splicing and knots.

Editor Mark Johnson was kept busy, not just preparing stories but keeping up with the innovations of the times. Members were encouraged to use digital technology and submit in JPEG format, and this motivated Mark Johnson to start a photograph competition where readers were asked to vote for their favourite photograph. A caption competition led to interesting results. The Summer 2008 edition of the *Quarterly* celebrated the opening of the marina extension and most of the photographs were published in colour. Unfortunately the cost of colour printing was too high so it was back to black and white for the next issue. However, after several black and white editions the committee made the decision to publish the *Quarterly* in colour from Spring/Summer 2011/2012. Mark Johnson also developed a new website which was hosted from the Newhaven Yacht Squadron's own server.

The magazine is only as good as the content submitted by its members and I'd like to thank Brian Trevena, Peter Watson, Bob Varcoe, Ian Jemmeson and Kevin Chambers, in particular for their regular contributions which make our *Quarterly* so interesting.

The photographs are also essential and I thank Teddy Tompkins, Hamish Hughes, Des Mackley and Jan Wilson for their regular and valuable contributions.<sup>84</sup>

Pauline Draper later joined Jan Wilson to become one of the 'two ladies with an eye for a good picture'<sup>85</sup> but Mark Johnson made a special note of thanks to Margaret Jemmeson, who for many years had proofread each issue looking for spelling and grammatical errors before it went to print.

Among the many contributions to the *Quarterly* were the travel adventures of ex-editors Val and Peter Salisbury. Having retired to travel around Australia in a caravan they changed their minds, bought a Fontaine Pajot "Lavezzi" 12-metre French production boat, which they named *Duet*, and proceeded to tantalise Mark Johnson and the readers with stories of their two-year adventure, titled *Duet Diaries*, around Australia and the Pacific.

So here we are back in Mooloolaba after an amazing two years sailing the South Pacific. When I think of the places we have visited and the people we have met, never in my wildest dreams did I imagine we could experience such an adventure. But life is short and I am so glad that we made the life changing decision to buy *Duet* and embark on this extraordinary journey.<sup>86</sup>

## SOCIAL EVENTS

In 2005 the working bee of volunteers completed the work around the lawn by laying grass pavers and planting grass that grew between the pavers, quickly transforming the area. Their work was made easier by the contribution of John Johnson of Johnson Excavations who evacuated the area and spread crushed rock before the working bee arrived. Others began replanting the embankments, which had grown wild while marina works were in progress. Several truckloads of green waste were taken to the Rhyll tip for recycling. Replanting works

were the mainstay of many future working bees and the growth of plants on the marina road bank and the plantings near the north arm entry are a tribute to the volunteers.

The bar-b-que area is now looking great. The only blot was the old table (a converted SEC reel). Allan Sack, of Swallow Engineering came to the rescue and donated a superb stainless steel table that compliments the Bar-b-ques. Allan made the tables especially for the Squadron.<sup>87</sup>

Not all working bees were conducted in pleasant weather. The working bee of 2006 is remembered for coinciding with a south-easterly trough which brought with it 50 mm of rain. Neither that working bee nor the one of 2010, which was plagued by heavy rain and wind, deterred the sixty members who turned up. As many jobs as possible were completed indoors although a few hardy souls did venture out and got thoroughly soaked for their endeavours. Such was the enthusiasm of members that the suggestion of performing an outside cleaning and gardening session on the Tuesday before the Cup Day function was accepted.

Once again the major Working Bee held on November 1<sup>st</sup> was a great success with approximately 50 willing workers showing great application to their allotted tasks. Equally impressive was the fact that many of them reported for work at the demanding hour of 8am. I could discern that this was not the usual Sunday morning regime for some!!<sup>88</sup>

Gardening and cutting back were the order of the day with two rubbish skips rapidly filled to overflowing. The use of whipper snippers and mowers became redundant with the new vegetation plans. However, Neil Stewart felt that 'we were able to offer attractive alternatives such as painting the new BBQ shelter roof structure and installing a security fence at the top of the clubhouse lawn bank. Of course there remained many of the usual favourites such as window and kitchen cleaning, marina moss removal, maintenance yard clean up etc.'<sup>89</sup> As always the traditional morning tea and lunch were provided and an abundance of delicious food appeared from the kitchen at the requisite times. Needless to say, the clubhouse and its surroundings always looked their best for the Opening Day Sail Past and celebrations.

Each season as the Winter Northerlies disappeared, Newhaven Yacht Squadron members gathered for the annual Sail Past and the opening of the season speeches. In 2006, under clear skies and on calm waters, Captain Dick Cox, Harbour Master Toll Westernport and his wife Julie, together with Alan Bawden, CEO Bass Coast Shire Council, joined Commodore Hamish Hughes and his guests on board *Trevally III* for the Sail Past. George Reek's yacht *Saris Marais II* and Matt Ingham's powerboat *Romava* were judged the best dressed in their respective classes.

Season 2007 was also blessed with good weather and a high attendance both on land and water.

Back on shore a full clubhouse was privileged to listen to our own Andrew Furphy give us the 'true' story on how his family name became part of the language with its various meanings over time before he then declared the Squadrons Season open. Andrew kindly donated a signed copy of his book "Furphy The Water Cart and the Word" which you are welcome to

read as it has been placed in our library. He also gave us a miniature of the famous Purphy water cart tank end which we will mount and display for posterity.<sup>90</sup>

Finally, in season 2008, the Honourable Greg Hunt MP, Federal Member for Flinders opened the new marina extension. Former Commodore Ken Stuchbery declared the season open and many wore the special 'Celebrate 188 on 15 November 2008' white caps. Season 2009 was marked by a changing of the guard with the retirement of Commodore Hamish Hughes after ten years of taking the salute. Commodore-elect Noel Street and Ex-Commodore Hamish Hughes took the traditional Sail Past together on board *Trevally III* in perfect weather conditions. Adjourning to the clubhouse, Commodore Street awarded honorary membership to Ken Niere for ten years of service to the Committee and in excess of twenty years of service on various sub-committees. Then guest speaker Wayne Hill from Parks Victoria gave an informative discussion on Parks Victoria's role as manager of the bays. 'It was pleasing to note they are committed to improving the boating facilities around the bays and also delineating parts of the shoreline to separate conflicting uses.'<sup>91</sup> After an entertaining discussion, Greta Hill awarded Kon Cili's yacht *Laafin* and Ron Cherry's motorboat *Noeleen* best dressed in their categories.

A year has passed since I became Commodore of this fabulous squadron. Opening day and Sail Past was once again blest with perfect weather. I took the salute onboard *Trevally III*, with our guest speaker, Dr Tim Ealey and guest Alan Bawden, the CEO of Bass Coast Shire Council...I was proud to witness the level of interest in the sail past with about 35 boats participating, it was great to be on the water as part of this activity.<sup>92</sup>

Back at the clubhouse, Dr Tim Ealey, who is also known as Dr Mangrove, presented an entertaining and informative talk on mangrove and seagrass revegetation on Western Port. DVDs on the topic were also distributed to those who were interested. After much consideration, Tim Ealey chose the wild Vikings on board *Touch of Magic* as best dressed yacht and *Sundari*, skippered by Neil Stewart, received the best-dressed powerboat award.

With the opening of the sailing season formalities over, members would turn their minds to the Summer partying that followed. 'The hall was beautifully decorated over the Christmas period. The wall of the main hall first had tinsel Christmas trees to brighten us up, then champagne flutes for New Years Eve.'<sup>93</sup> The squadron's Christmas party always created anticipation in the minds of the youngest members. In 2005 John Campbell had resigned his long-time duties of Santa and the Easter Bunny but a replacement was soon found from amongst the ranks of the membership, although his identity was kept anonymous to ensure the spirit of mystery remained.

Our Christmas started with a visit by Santa arriving on the motor cruiser *Sundari*, much to the delight of all who were there to witness this unusual type of aquatic sleigh. Santa was full of Ho Ho's and had a huge bag of lollies to give away. It was interesting to see so many adults telling Santa how good they had been all year. Just to get a bag of lollies. After a few photos, Santa was whisked away to continue on his important work.

Thanks to Neil Stewart, his grandson Ferg and Natasha Van Rennes who ably assisted Santa.<sup>94</sup>

Adult festivities followed with a traditional Christmas dinner complete with ham, turkey, roast vegetables, plum pudding and fresh fruit which, for many years and until his retirement, were prepared by Terry Harris who acted as chef for the evening. The guests could always be assured of good entertainment and music, which in 2006, was provided by Neville Drummond's Band and in 2010 by Mike and Izzie. The next traditional event on the Newhaven Yacht Squadron calendar was the Picnic at the Quarry. According to many members 'the best club event we run is the Picnic. This is because it actively combines all aspects of boating that are thriving at Newhaven Yacht Squadron. Last year members walked, sailed or motored to the quarry; so everyone can participate.'<sup>95</sup> The quarry picnic took place any time between the end of December and early January, depending on where in the week New Year's Day fell and what the weather was like.

Those arriving by boat with their provisions were ferried to the shore by dinghies provided by some of the larger vessels, although the club rescue boat was often put to this use as it was in 2006 when Ron van Rennes did a great job piloting it to ferry crews ashore. 'Our arrival was greeted by thousands of sand flies who were pleased to see their take away meals delivered ashore by our dinghies. They continued to feast on us for the rest of the day. Unfortunately, the number of flies swatted was far less than the number of bites they inflicted.'<sup>96</sup> In spite of these trials, everyone had a good time at the quarry exploring and fossicking or climbing. 'The granite piles looking down to all the boats at anchor, was a sight to behold.'<sup>97</sup> Other groups broke off to play beach cricket although Steve Aston commented:

I don't think the Australian Cricket Team need worry about being replaced by anyone who "attempted" to have a go. There was also a more gentle game played by the "elders" of the group. A box of bocce balls appeared and provided much entertainment for those participating as well as those watching.<sup>98</sup>

The general consensus was that this event was a great way for new members to get acquainted with the squadron and old friendships to be renewed. New Year's Eve was another squadron tradition when 'Once again, it was terrific to see new members and their friends enjoying the evening and the friendship of other members. The tropical night added to the atmosphere.'<sup>99</sup> In other years, the weather was not so kind but members always put a positive spin on the elements as when, for instance, 'The weather provided a picture show with the lightning and rain'.<sup>100</sup> The New Year's Eve function was a casual night of 'bring your own' (BYO) food and drink. For the meagre price of \$10 the squadron provided free cheese and fruit as well as music from such luminaries as Andy Dennis in 2009 and the Island Jazz Band in 2010. All other entertainment was provided by members. 'A record crowd turned out to see in the New Year, with the longest conga line ever! It not only filled the hall, but the outside deck and verandas as well.'<sup>101</sup>

Imagine a band consisting of drums, double base, clarinet, guitar, keyboard and trumpet. This was the line up for Jazz on the Lawn on January 21<sup>st</sup>. Unfortunately the hot weather kept a few people away, but

those who made the effort were rewarded with wonderful music and a relaxing, tropical atmosphere. The sea breeze helped keep the temperature down, and all who attended enjoyed a most pleasant afternoon.<sup>102</sup>

Island Jazz was the band in question. Member Peter Buitenhuis, known as 'Mr Music' or 'Sachmo' was its saxophone player. His daughter Nichole was on vocals and his wife Rhonda was a member of the social sub-committee. The three of them exemplified family commitment to the club. 'The raffle proved to be a funny intermission, as money in exchange for raffle tickets was extracted – three prizes of champagne were on offer. It was disappointing to note, that none of the winners were prepared to share their good fortune!'<sup>103</sup> Some members even worked anonymously to ensure that all enjoyed themselves. 'I would especially thank the member who donated \$50 to help defray costs of the afternoon.'<sup>104</sup> The conviviality of the jazz events spilled into the fun to be had at the barbeque on the Australia Day Weekend at the end of January.

Inevitably, the Easter Bunny was the next visitor the junior members looked forward to. Celebrations over the Easter long weekend involved a multitude of social and sailing activities. Easter Sunday would start with a barbeque breakfast on the lawn consisting of bacon, eggs, sausages, onions, tomatoes, mushrooms, toast, tea and coffee, all for \$5 per plate. This was followed by the Ladies Race Day, which was always hotly contested. Later in the day, around Happy Hour, the Easter Bunny would arrive in *ND11*, the club's rescue boat, watched by the excited children standing on the clubhouse balcony. 'The lawn area became a mass of little people scurrying about collecting their chocolate treasures hidden by Easter Bunny.'<sup>105</sup> Festivities continued after the Easter Bunny left with the drawing of the Easter raffle.

The Easter raffles were very successful and Maria Lacco was our official raffle drawer. It took a while for the second place getter to come forward to collect their prize. Someone must have the ticket! Wait said Maria "I will check my tickets". There was lots of laughter when Maria presented the winning ticket. So congratulations to Janine Lynch and Maria. I am sure their families all shared in the spoils.<sup>106</sup>

The day would then end with the traditional Easter barbeque on the lawn when families would bring their own dinner and drinks and make a late night of it knowing that the next day was still a public holiday.

Presentation or Trophy Night was the climax of the highly competitive Summer season. Although members brought their own food and drink, the social committee ensured that it remained a memorable night by decorating the room. 'We will have a 'club colours' theme for the night, so dress up (or down) in your light blue, scarlet and dark blue.'<sup>107</sup> The event always commenced early in the evening to ensure that the young winners could enjoy the night as much as their seniors.

Trophy Night was a good demonstration of how active and successful many of our members have been. Steve Ashton and Ron van Rennes handed out prize after prize to our senior and junior winners of the Winter and Summer comps and the Year Round fishing comp. Well done

to club champion, Norm Dowel, and Junior Champion, Rowan Draper. It was interesting to see the breadth of the competitions and the variety of fish caught over the Winter and Summer Seasons.<sup>108</sup>

In 2006, junior involvement in the Off the Beach Dinghy Races was recognised with the presentation, by Alen and Malcolm Garrett, of the inaugural Junior Trophy to Tim van Rennes and his crew member Geoff Ashton. Among the junior yachting winners recognised were Natasha van Rennes, Matthew Brown and Matthew Draper, who was also awarded the Most Improved Junior Trophy. Commodore Hughes was pleased to announce that he had been presented, on behalf of the Newhaven Yacht Squadron, with the Don Manning Trophy. The squadron's crews had won the Phillip Island Triangular series against Cowes and Rhyll Yacht Clubs. Club champion was Chris Wilson, who had a very successful season with his crew sailing *Blaze Away*. His toddler daughter, Chelsea, helped him carry the impressive trophy.

Presentation Night 2007 saw the squadron's volunteers recognised when they were presented with Certificates of Appreciation. Members Desma Sterling, Pat Varcoe, Bob Varcoe, Terry Harris, Neil Lacco, Maria Lacco, Des Mackley, Hilary Mackley, Jan Wilson, Pauline Draper and Melissa Jenkins were recognised for their work in dinghy racing. George O'Brien received a certificate for his work in motorboat and fishing activities and Simone Lawson for her work preparing the Three Humps Race. The future sailors of the club were recognised when all junior dinghy sailors were asked to take the floor. The winner of the Allen Lapin Award was Jack Dunn.

Over very many years Jack's smiling face and enthusiasm to help or compete have been part of the NYS. Not only has he been a regular and successful sailor but he has always welcomed new comers to join his crew on Bumble Bee. On shore, his help in ensuring our electrical facilities in the clubhouse and on the marina are reliable, safe and up to scratch is something we all appreciate.<sup>109</sup>

The job of selecting the Club Member of the Year and thereby the winner of the Allen Lapin Trophy, lay in the hands of the Flag Officers and in 2008 Bob Varcoe was the recipient. 'At Committee meetings it has often been reported that such and such a job has been fixed by Bob Varcoe. Almost silently Bob seems to get things done. I know that he repainted the tide gauge, fire extinguisher and some of the blue triangles on the marina recently. Bob and Pat Varcoe's smiling faces and helping hands at our many get togethers are always very welcome.'<sup>110</sup> Alen Garrett was voted the Club Champion, Toma Huther the most improved junior, and Brian Trevena was awarded the Furphy Trophy for 2008.

For two years avid readers of this magazine have been following Peter and Marianne Watson's adventures in the Ankira on their voyage up north and back. I was pleased to announce that Peter has been awarded the Furphy Trophy for the year's best contribution to the Quarterly. Only Marianne will know how many furphies Peter has told us!<sup>111</sup>

Presentation Night 2010 was held in the newly refurbished upper clubhouse with its less formal lay out that included a new carpet square over the dance floor. This was well received with a good attendance including many new faces. In comparison to previous years, more of

the fishing fraternity attended. Commodore Noel Street had the pleasure of awarding the Allen Lapin Trophy to Des Mackley for his immeasurable support of the off the beach sailing program. Ron Boyd was the proud recipient of the Furphy Trophy for his article on crossing the Tasman Sea to New Zealand. 'After the presentations many of the attendees stayed for a BYO evening meal and some tall stories which resulted in a very pleasant evening.'<sup>112</sup>

The next pleasant evening on the social calendar was the Annual Squadron Dinner, held in June and generally attended by over eighty members and friends. The format for this had been the same for many years. The cost of the dinner was \$30 per person and members were invited to write their names on the table plan displayed in the clubroom near the kitchen servery. The dinner menu consisted of pre-dinner nibbles, nuts and beverages provided by the club, although members brought along their own drinks for the main meal which consisted of a choice of two soups such as chicken and vegetable or pumpkin, roast beef or pork served with Winter vegetables, and dessert such as apple strudel or a compote of fresh fruit served with cream. All this was prepared by Terry Harris and the social committee. Afterwards guests had a choice of cheeses, biscuits and after-dinner mints with tea or coffee. Terry Harris was usually the chef of the day preparing the main course and desserts, while the ladies of the social committee prepared the soups.

My thanks to the Social Committee for preparing and decorating the function room. Thank you to Marie Lacco, Pixie White, Pat Street and Desma Sterling for making soups. I thank the NYS Committee, Bob Curtis and Pixie White for their generous donations of wine and other items, which we raffled and raised \$274.90 to offset costs.<sup>113</sup>

There was always a theme for the tables, such as in 2006 when they were decorated in black and pink with a centrepiece of pink gerberas. In 2007 Andy Dennis, a well known vocalist of popular songs, was the star of the dinner while Trevor Harris entertained the party-goers in 2005 and 2006 playing lots of 'golden oldies' and 'providing plenty of laughs'.<sup>114</sup> In 2008, the club tried a different format with a sit down dinner delivered to the table and this was an outstanding success.

Black & White was theme for this year's decorations. I have to say the clubrooms never looked better. A big thank you to Marianne Watson, Mim Kershaw, Rosemary Biggs, Marie Lacco, Cath Kennedy & Pat Street for their "decorating working bee". The creativity between the girls was wonderful to watch and the end result was a real credit to them. Thanks also to Rosemary & Cath for donating supplies for the decorations. Peter Watson also presented us with wonderful "movie star" pictures which added to the overall flavour.<sup>115</sup>

After many years of service Terry Harris finally retired and Deb Anglim, chef at Archies Creek Hotel, provided the sit down dinner with table service. The meal complemented the outside Winter conditions as it consisted of lamb shanks, stuffed chicken, apple crumble and bread and butter pudding. Deb Anglim next catered for the Christmas function. Guests took the black and white theme as well as the more formal dining arrangements to heart and dressed for the evening although 'There were some shady "blues brothers" characters as Phil Dunstan and

**Comment [CL1]:** Is it Den or Deb? JA 2014: I HAVE LEFT THIS AS DEB. IAN DOESN'T KNOW IF IT WAS DEB OR DEN (SEE FIRST DRAFT WHICH HAS BOTH VERSIONS) BUT NEITHER OF YOU HAVE CHANGED THIS VERSION.

Kevin Holt took to the dance floor joining those already there who were 'shaking their tail feathers'<sup>116</sup> to the entertainment provided by Big Al.

As always there was a raffle. Each year the prizes were different depending on the generosity of their donors. In 2009, the squadron was able to offer three prizes – Gourmet Food and Wine hamper, two bottles of port and a 'Death by Chocolate' hamper – while in 2010 'we have to thank Silverwater Resort for donating a dinner voucher for 2 as 1<sup>st</sup> prize.'<sup>117</sup> Rosemary Biggs was the lucky winner.

Members were not without entertainment during the quieter Winter months. 'We also had a great turn up on the Wine and Cheese Night on August 23<sup>rd</sup>. Vine Rose [of Winery The Gurdies] introduced us to their range of fine wines...Jessica from G & K Fine Foods skilfully matched the cheese to the wines with a delicious selection from the Whitestone Cheese from New Zealand.'<sup>118</sup> And, occurring as regularly as clockwork since the day the squadron was first founded, the Saturday evening 6.00 pm Drinkies or Happy Hour were held on the upper deck of the clubhouse. Members could just drop by with their nibbles and drinks. 'The new split systems [heating] certainly make the clubrooms very welcoming on those cold, Wintery nights. "Happy Hour" is a great opportunity to find out what is happening around the club and catch up with friends.'<sup>119</sup>

## SOCIAL SAILING

The social schedule on land was matched by the one at sea. The Australia Day weekend had a traditional three-day cruise and this was growing in popularity. 'New members have recently swollen the fleet somewhat with a new class of potential day cruisers growing in numbers. So we now have 3 groups to plan for.'<sup>120</sup> These groups were in the moderate range and speed day-trip powerboats, the longer range powerboats having sleeping facilities and the traditional keel and trailable sail cruisers also with sleeping accommodation. Not only was Newhaven Yacht Squadron becoming busier but other marinas, such as Westhaven at Hastings, were also experiencing growth and could not offer overnight berths as easily to large groups of travellers. As a result, and to accommodate the growing interest, Ian Jemmeson planned a three-day cruise with the option to join the group for daily excursions or to remain overnight at anchor. The cruise destination depended on the weather and this was decided at the cruise plan meeting on the first day of the weekend. Irrespective of where the wind was blowing from, a stopping point could always be found. Observation Point or Spit Point for south to south-west winds, Tortoise Head Bay for easterlies, Corinella or Chicory Lane for winds from other directions.

If bad weather occurs an alternative to all the above is to return to Newhaven Marina and attend a pub or restaurant that evening as a group. Alternatively you can anchor in the Western Corner of Cleeland's Bight particularly in SW winds.<sup>121</sup>

One year the plan was to circumnavigate French Island in Western Port. 'The fleet launched at Hastings and set sail at 10am...The fleet had a rough and very wet sail down the North Channel

with a strong Westerly off their starboard quarter. Once they had turned east around Tortoise Head the wind rose still more and gave all crews a very quick, exhilarating and adventurous sail across the top of Phillip Island. Winds speeds of 37 knots were recorded and one Sonata was logged doing 11.2 knots down a wave! Naturally one of the more expert sailors amongst them described it as "...just a nice sail!" In some of our larger yachts it might be too but in a Sonata it is a very BIG sail!<sup>122</sup> The boats returned to the Newhaven Marina for their overnight berth. They enjoyed a drinks-and-nibbles Happy Hour on the lawn in front of the clubhouse as the sun set. This stretched into dinner and they fired up the barbeque to cook their meal which they ate in the downstairs clubhouse room as the evening chill set in. 'Shower parade commenced at 7am Sunday with our Cruise Co-ordinator keen to set sail by 9am.'<sup>123</sup> They sailed past Loelia Shoal, heading towards the East Arm. 'Once past Corinella, turning east gave us a little more useable wind for the rest of the spinnakers to be set. A veritable wall of colour was displayed as the yachts narrowed in for the channel to stay in deeper water.'<sup>124</sup> Their overnight stay was at Spit Point and most of the boats managed to moor themselves on the sandy spit, which left them high and dry at low tide. Unfortunately, two boats ended up in deep mud making it impossible for their crews to wade across and join the others on the sand bar for Happy Hour.

Depending on the prevailing weather, other cruises took different routes. Seven yachts anchored opposite Observation Point on one long weekend cruise. 'The next day we went on "Ray's wilderness tour" up the creek at the Nits. George and Thelma in Ray and Bernie's dinghy and Ian and Margaret in their dinghy...We motored through the mangrove swamps exploring lots of different passages until it became too shallow. This was a lot of fun, never knowing if we would get stuck in the mud and have to get out and push.'<sup>125</sup> But not all cruises went according to plan. 'The Saturday morning, when everyone arrived for briefing, one look at the weather forecast had everyone of the same opinion. It appeared too hard to be heading into the wind all the way, with the tide against us. So, the unanimous decision was taken to stay at the clubhouse.'<sup>126</sup>

This was a great decision...We were invited on board "Joalda" (Ian and Margaret Jemmeson – who were the organizers of the weekend) to have an impromptu "Sudoku" lesson from Margaret and a look over their yacht. Followed by a coffee on "Sundowner" (Ron Boyd with Derek Kershaw as crew for the weekend) As well, as a visit to the yacht "Caspian". (Derek and Min Kershaw). This kept us very busy for the day with a last minute rush to "Happy Hour".<sup>127</sup>

All agreed that spending the day in a yacht club was an interesting way to pass the time as it allowed for chat between boat owners, scrutiny of other people's boats and the opportunity to catch up on the maintenance of one's own boat. That year the group was also lucky enough to be entertained by the arrival of eight Sonata Association yachts, with their crews. The evening barbeque was a buzz with convivial conversation as the weekend cruisers, along with the Sonata crews, were joined by many other club members. 'Mornings in marinas have a wonderful sound scape – the wheezing juvenile gulls waiting to be fed...the Friendship swallows calling and the gunning of the fishermen's motors as they head off for the early catch. Casual conversations with passing yachties and boaties and a bit of nautical tyre kicking are all part of the experience.'<sup>128</sup> Apart from enjoying the company of other sailors a couple of safety lessons were learnt. New member and boat owner, Derek Kershaw, had been listening

to his 27 MHz radio for several months but had never transmitted on it. When he finally attempted to communicate he found, at this most inopportune time, that the radio did not work. A visit to the mariner chandler for a new handset solved the problem. 'Also we left a note with our mobile phone number on the windscreen of our car and trailer parked near the club for three days. A considerate neighbour rang to see if we were alright when I was overdue.'<sup>129</sup>

That was the end of a wonderful cruise was far as everyone was concerned...The Cruise Co-ordinator (ED Ian Jemmeson)...came into Hastings to ensure his entire fleet was home, calling every participant to check on their welfare and safety. His dedication and care as a Cruise Co-ordinator was much appreciated as was his Club spirit in arranging the cruise.<sup>130</sup>

Not to be out done by the yachties, the motoring fraternity had their own social life at sea. 'By now the last weekend of January is on the horizon and...some of our more courageous powerboaters set off on a daring trip around Seal Rocks ably lead by Hamish Hughes with Gilligan, oops, I mean Mark Johnson as navigator...it was a great trip with some of the smaller boats enjoying the security of Hamish's wake for the return trip around the Southern side of the island and Cape Woolamai.'<sup>131</sup> On the way to Seal Rocks, the group first inspected passing visitors, the West Triton and the Ocean Patriot, two ocean-going oil rigs on their way to the oil fields in Bass Strait. They were likened to small cities floating on water. The boaties then travelled on to Seal Rocks where they 'were greeted by a mass of seals in their natural environment. We could see them, hear them, smell them and almost touch them.'<sup>132</sup> Then it was back to Newhaven via Pyramid Rock and Cape Woolamai where they took time to explore some almost hidden rocky outcrops and caves along the cape. On entering the comparatively tranquil waters of Cleland Bight they were entertained by the mass of hundreds of people on the bridge watching the efforts of the swimmers in the San Remo challenge who were swimming across the narrows at high slack tide from San Remo to Newhaven. Then it was off to some well-earned rest and tall tales at Happy Hour at the clubhouse.

Another motorboat trip, this one around French Island, was more relaxed and allowed for time to go ashore. After the briefing, the group left the marina, conducted radio checks with the club and met up at the top light prior to heading north using the tides and navigational skills. The group finally stopped for some rest and recreation at Spit Point once the mud flats were behind them. The plan was that 'some may choose to go ashore and experience the Island first hand whilst others while stay on the water and get out the fishing rods with the expectation of catching dinner.'<sup>133</sup> A mini fishing competition was run and there were even some prizes for the best fish caught. As always the weather determined how enjoyable each trip was.

On Saturday 5 December the conditions were not ideal and the forecast included a strengthening westerly in the afternoon...With this forecast some members decided the day might be a little bumpy...

This left a dedicated group that included Vince Colella wife Nicole and children Rhiannon and Lachlan. Colin Diggins was also among the group that was lead by "Sunshine" which was navigated by Mark Johnson. As we headed along the East Arm conditions were favourable including the cross over to the North Arm. As we

headed past Crayfish Rock we lost sight of any other boats. The view of the northern coast of French Island from the water is quite special and as we headed along the channels the water was choppy and heavy with mud. We arrived at Spit Point for some R & R prior to heading home.

As we headed past Schnapper Rock all the elements combined and we travelled through a strong “washing machine” effect with waves of up to 2 metres coming from all directions. Vince and Colin agreed to continue on and I understand that Nicole and their children had a memorable crossing of this section.<sup>134</sup>

## YACHT RACING – Division 1

In season 2006/2007 the squadron decided that the Lyle Williams Around Phillip Island Race and the Half Phillip Island Race would be held over two race regattas. The sailing committee felt that as many skippers put a great deal of effort into preparing their yachts for these races, they should be given a greater chance at succeeding. They believed this would increase participation. The first race of this annual blue water event was held on Saturday 30 December 2006. Four yachts started the race in twenty-knot winds and swells of up to two metres around Cape Woolamai. ‘After a run down the Bass Straight side of the island the yachts were becalmed at Ventnor for an hour and a half before the afternoon sea breeze sprung up to take the yachts home.’<sup>135</sup> Kon Cili, skipper of *Laafin*, took the handicap honours for a second consecutive time. The Half Phillip Island Race was sailed on the same day and suffered the same fate as its longer distance cousin with initial strong winds being replaced by becalming conditions. Skipper Rob Wilson sailed *Azure* to his first win. The second races held on 24 February 2007 had good winds which saw some fast racing and, with the tide running hard up the channel near Newhaven, *Dolphin* took first place from *Laafin* by a small margin on the last tack to the finishing line. Rob Wilson was able to replicate *Azure’s* win over *Andiamo* and *Blaze Away* in the second Half Phillip Island Race.

The 2006/2007 Summer series was remembered for its strong winds with the Aggregate Series 5 race being ‘blown out’ and the race abandoned after ‘*Blaze Away*, the clear leader, was skipping across the top of the swells until it all became a bit much and the hull suddenly was more visible to the following yachts than the sails!’<sup>136</sup> Skipper Chris Wilson and crew were able to quickly right the boat but the wind conditions got the better of them a second time. The race was abandoned and, under the supervision of the new club boat, all returned to Newhaven’s Safe Harbour and ‘only a handkerchiefs size headsail was all that we needed to reach up to 7 knots.’<sup>137</sup> The final triangular series was held on 17 March 2007 starting from Rhyll in windy conditions. Spinnakers were flying for the run to Elizabeth Island and back to Loelia Shoal. In the final result, *Synergy* from Newhaven came first, followed by *Blaze* and *Red Hot Go* both from Cowes. Typical of the weather, the Commodore’s Cup was raced under completely different conditions.

The Commodore’s Cup provided close competition under fairly light winds with the first leg up to the B mark near Bass testing the skill of large and small yachts alike. The conditions on the day allowed a full course to be sailed providing spinnaker runs and test of tactics, looking for breeze and avoiding the tide. The

Skipper (Ed Jack Dunn) and crew on Bumblebee sailed a superb race taking the win from Hot Pepper (Ed Ray Frith) and Gold Rush (Ed Tom Boschma) 3<sup>rd</sup>.<sup>138</sup>

Apart from participating in the squadron's own racing season, members often joined other clubs for more racing excitement. The Western Port Challenge was an annual event with separate categories for trailable yachts and keel boats. The Bass Coast clubs took turns in hosting this event. Not only had the participants to contend with the weather conditions and tides on the day, but also sailing waters that were unknown to them added an extra level of complexity. 'The start was a bit confusing, not being locals we were not clear on where the start was and the first task was to locate the start boat which was in the middle, far too deep to anchor, so it was on the move...'<sup>139</sup> Newhaven did credibly with *Hot Pepper* coming eighth, *Touch of Magic* twelfth and *Make My Day* thirteenth. *Touch of Magic* did well in the Warneet Races, coming third across the line.

On 27<sup>th</sup> February, *Touch of Magic* again competed in the Warneet Around French Island Race. After an overnight stay at Hastings Marina *Touch of Magic* encountered thunder, lightning and rain while heading to the start at Warneet.

The race started in light conditions under spinnaker and was very crowded with about 36 competitors. The wind increased to 25 knots during the race. The race finished with a long exciting spinnaker leg from the Tortoise Head Buoy to the finish at Warneet.<sup>140</sup>

Unlike the Summer series, the 2006/2007 Winter series, was beset with conditions that ranged from windy to becalming so that in Series 2 on 16 June 2007 'in the second leg to the B mark off Churchill Island there was just enough wind for *Laafin*, *Hot Pepper*, *Touch of Magic* and *Blaze Away* to get spinnakers aloft, but not for long and the wind dropped to a knot or two and by the time we rounded the Churchill Island mark the tortoises would have left us in their wake!'<sup>141</sup> Thankfully for the remaining races in July and August the wind did pick up, although at times it was very reminiscent of the Summer series, resulting in a gust of wind tipping *Laafin* so that she returned to port under motor with the remnants of the head sail flapping in the breeze. In the final race, strong winds blew the rain horizontally across cockpits leading Bob Sterling to misread the direction to the A mark while reading the chart plotter upside down with his reading glasses covered in water. As a result *Laafin* fell back to third place. Visibility was so poor that *Salut* gave the B mark at Churchill Island a bump on the way past and took the 360-degree penalties.

In Season 2007/2008, it wasn't just the weather that played a part in determining whether squadron races were run. 'With weather looking menacing and issues with traffic to the island due to the motorbike GP, a decision was made to cancel, the first of the aggregate series.'<sup>142</sup> However, winds were generally good throughout this race series, although there were moments when sailors were reminded of the fickleness of the weather as in the Series 2 race held on 17 November 2008.

The leading yachts were going into the marina when the wind dropped and within sight of the finish line, The Dolphin, *Laafin*, *Azure* and *Tangerine Twist* were all left with no wind and right on ebb tide for over 20 minutes. The Dolphin dropped anchor, as the GPS indicated they were drifting backwards. It was a

close race all the way for The Dolphin, Laafin, Azure and Tangerine Twist and when the wind started Azure got the wind first and was underway.<sup>143</sup>

The Around Phillip Island Race, the Half Phillip Island Race and the Commodore's Cup saw some brisk racing in good weather. 'The tradition is to set a long and challenging course for the annual Commodore's Cup. We had the current Commodore Hamish Hughes and former Commodore Ken Stuchbery present for the setting of the course and briefing at 11:00 am...The course from the Top Light, around the B marker at Churchill Island to the Tortoise Head Buoy off Cowes, then to Elizabeth Island back to the Top Light and a loop around the B marker at Churchill Island before finishing in the channel opposite the yacht club certainly met the criteria. After an initial bit of traffic congestion in the marina entrance, low tide proving to be a minor obstacle, we were assembled for a fast start into the 10-15 knot NW winds.'<sup>144</sup> On handicap, George and Thelma Reek in *Sarie Marais* took the race from *Make My Day* (Ray Frith) and *Blaze Away* (Chris Wilson). But the applause did not just go to the winner and place getters.

Soldiering on at the rear of the fleet was Malcolm Macarthur in *Andiamo* and under somewhat adverse conditions Malcolm completed the course much to the delight and cheers of the members on the Clubhouse balcony who gave Malcolm a well deserved cheer home.<sup>145</sup>

'Not the usual start to the Winter Series, which can see races cancelled due to bad weather, we started the 2008 Winter Series with an excellent sunny day, unfortunately with not much sign of wind.'<sup>146</sup> Although the race was cancelled, there weren't many complaints as the weather was so beautiful for that time of year. Also, the participants were rewarded with a magnificent display of water play by some playful dolphins. In contrast, 'The second race was held in blustery conditions with a finish that couldn't have been scripted and a surprise final result.'<sup>147</sup> As the leading yachts headed up the channel to the finish line, *Hermitage* (Noel Street) and *Azure* (Rob Wilson) looked to have victory and second place well in sight. 'However the two front running yachts had started a little early and with the addition of 3 minute penalties handed the win to Peter Buitenhuis in *Just Do It*, and Peter Brown's *The Dolphin* taking second place.'<sup>148</sup> Race 5 of the Winter series was beset by strong winds and *Getaway* losing her mast. 'Allen Garrett and the crew on *Synergy* detoured from the race to see if they could be of assistance to Brian (Ed Brian Travena) and George (Ed George Draper). Allen leapt aboard and helped Brian tie up the rigging and cutting the last of it free. *Synergy* then towed the rig home to a huge number of sailors waiting to help pull it ashore.'<sup>149</sup>

We did not have a great start to the Summer season with Race 2, the Commodore's Cup and Race 3 all being abandoned due to high winds. The Lyle Williams Around Phillip Island Race was held on December 6<sup>th</sup>. Again we feared that high winds would make it a difficult day. The nine starting yachts headed off around Cape Woolamai. Two hours later at the first radio call the yachts reported being becalmed not far past Cape Woolamai. On the second radio call, it was reported that some had moved ahead by about 200 metres while another had drifted back 50 metres. One boat reported that they had done three 360's and bobbed about a bit.<sup>150</sup>

Fortunately, the wind finally increased and the race continued, although it was hastily concluded at McHaffies Mark, with the boats radioing in as they finished, as the time limit rule for racing came into play.

The Around Phillip Island Race on 6 December 2008 had only three starters. John Wilson and Matthew Draper on board *Touch of Magic* sailed a brilliant race to finish first. The other two yachts withdrew, *Solitaire* near Cowes and *Bumble Bee* when the crew realised that the time limit for the race was approaching and they were not going to get to the finish line before it expired. Participation finally improved for races 7 and 8, (second and third races of the Triangular Series). The increase in the number of Newhaven Yacht Squadron entries resulted in an overall win for Newhaven and the Don Manning Trophy was returned to Newhaven that year.

Numbers for the Winter series were high and competition was strong. Although the club record for the largest number of participants was twenty-one, the numbers for the Winter races were always in the double figures. In the last race of the 2009 Winter series, fourteen boats with fifty- seven skippers and crew vied for the honour of crossing the line first. Noel Street at the helm of *Hermitage* battled Tom and Tanys Boschma on *Gold Rush* to finally out-run them by thirteen seconds.

The three races in the Triangular series of the 2009/2010 competition between the three Phillip Island clubs of Rhyll, Cowes and Newhaven showed the importance of club turn-out for the races.

...after the first race of this year's Triangular series Cowes were showing the lead and in a very good position to win the Don Manning Trophy. After the second race even though Newhaven fielded a relatively small fleet we had gained some ground and it was down to the last race to be the decider. In the last race John Wilson lead the charge of the Newhaven boats with six of the first seven boats in the race, on corrected time, coming from Newhaven. This enabled Newhaven to wrap up the series and retain the Don Manning Trophy.<sup>151</sup>

As the Winter sailing season ended, thoughts started once more to turn to the upcoming Summer season. The safety committee advertised that all skippers wishing to compete in the next season needed to have their boats checked by Teddy Tompkins, Pauline Draper, Noel Street or Rob Wilson to ensure that they complied with Category 4 and 6 safety requirements. 'It is interesting to see the different approaches taken to ensure safety. The stowage chart was of particular interest with some yachts having a written stowage chart while others used a map format. One boat had an induction book which was read and signed by each new crew member after they had been shown where to find the safety gear. This book is kept on the yacht as a permanent record.'<sup>152</sup>

Different skills and safety requirements were required for the night racing and participants were reminded that this was 'a chance to practice GPS navigation and our skills of sailing at night. Boats need to improve their safety capabilities to 'Category 5N' for this race.'<sup>153</sup> This race was never well supported but was run annually to give skippers and crew the chance to hone their night sailing skills.

3 yachts participated and it required not only the GPS equipment and skilled operators, but also good night vision to actually see and confirm the markers. After passing the B marker off Churchill Island Laafin was looking for C mark when they saw the following yacht Synergy turn and display the stern lights...a bit of a hint as to where the mark was, but all lights off (except navigation lights) and the mark was lost again...not terribly helpful, but this is a competition.<sup>154</sup>

That night *Synergy* with Alen Garret at the helm, and crew Pauline, Matthew and Rowan Draper, successfully led *Apricot Free* (Ken Stuchbery) and *Laafin* (Kon Cili) back to Newhaven. Another race where skills were developed and tested was the annual Single Handed Race. It was usually well attended with up to twelve participants in both small and large yachts. Conditions varied from season to season so there was certainly plenty of practice with and experience of new hazards for those who participated yearly. 'The race was held in good winds averaging 10-15 knots from south-west and south, making the racing fast and challenging. It was good to see more of the larger yachts participating with the win going to Alen Garrett in *Synergy* with Jim McWilliam in *Tangerine Twist* taking a well deserved 2<sup>nd</sup>, having worked the reef in the jib in and out on alternate legs, a difficult task when single handed.'<sup>155</sup> But there were still hazards aplenty for the unwary. 'Bad luck to George Reek who spent the last hours of the day on the sand bank on the San Remo side of the bottom light despite the safety boat's best attempts to help him off.'<sup>156</sup> These solo sailors no longer had the advice of their crew.

The favoured line seemed to be to run to the start line on port tack, then tack on to starboard when over the line. Less experienced skippers (me) had not figured this out, so I found a wall of yachts ahead when I arrived at the start line in *Hot Pepper* and had to luff up to avoid a collision, however this left me drifting north, on to the port marker buoy.

Ultimately, *Azure* skippered by Rob Wilson, won with *Synergy* (Alen Garrett) and *Gold Rush* (Tom Boschma) taking second and third places.

'The Sailing Committee is pleased to see the growing number of ladies regularly participating in our boating events. We wanted to acknowledge their active participation and encourage it by organising an event where they could take the leading role.'<sup>157</sup> The first Lady Skippers Race was planned to be a pursuit race like the Winter ones. Yachts were encouraged to find their female skippers from amongst their crews although any woman who had sailed previously was encouraged to participate. Seven lady skippers participated in the first Lady Skippers Race held on Easter Saturday 22 March 2008.

The conditions were near perfect for some who were inexperienced skippers, very light winds and the first challenge for some was the tide. The start at the top light, notorious for its quick tidal flow, was timed at 1:00 pm and the tide was running in up to around 2 pm, so those who went past the top light stayed there for quite a while...In pursuit start the yachts went over the start line one by one, the time set by their handicap and soon we had most headed in the direction of the Churchill Island marker, very slowly in the light winds which left the larger keel yachts floating around the top light, just looking for some breeze.<sup>158</sup>

Finally, the wind picked up off San Remo, powering the yachts around the triangular course, which ran from the start line at the top light up to Churchill Island, around Loelia Shoal north,

back to the top light then looped back around the Churchill Island marker. Competition was hot mid-course between *Azure* (Pauline Draper) and *Hot Pepper* (Nicole Schoch) as the yachts tussled their way around the Churchill Island marker. This resulted in *Hot Pepper* touching the marker and taking a 360-degree penalty turn. However, *Hot Pepper* was able to make up lost time and at the finish came third to *Synergy*, skippered by Fiona Withers and *Sarie Marais* skippered by Thelma Reek. 'All returned safe and the skippers reported all crew on board, despite the temptation to throw some overboard!'<sup>159</sup> Sometimes, there is such a thing as too much advice.

The following year, Margaret Jemmeson in *Jalda* showed the ladies how to fly a spinnaker in extremely light and drifting conditions and, even though the wind increased, she had such an impressive lead that none of the other competitors could catch her. This race became very popular and was often sailed over the Easter long weekend beginning with a barbeque breakfast on the lawn of the clubhouse. Junior sailors used this opportunity to hone their leadership skills, as in 2010, when Natasha van Rennes (*Touch of Magic*), who had sailed at the squadron since she was a child member, came second to Pauline Draper in *Avocado* and Marianne Watson in *Ankira*, third. This was also a momentous year as the squadron approached Kay Cottee, who in 1998 was the first woman to complete a non-stop unassisted circumnavigation of the world, asking her permission to name their Ladies Race perpetual trophy after her. 'With the help of Southern Cross Trophies in Collingwood I was able to locate an unusual porcelain stylised yacht as a trophy, which was presented this year.'<sup>160</sup>

But not all was serious sailing nor were the competitions just for sailors. The Three Humps Race continued to be a popular and competitive event with sailors and landlubbers alike. 'We are fortunate to have a well-supported event, which gives non-sailors a bit of experience in yachting...The runners took off for the first leg, to Cape Woolamai and return, ready for the sailing leg to Rhyll. Unfortunately, there was little wind for the first sailing leg. The club boat was put to good use chasing the elusive breeze and finally we got a start from the B marker off Churchill Island and in extremely light winds Hot Pepper led most of the way to Rhyll, Apricot Free having to take a penalty for bumping into the start boat...oops! ...so in hot pursuit Ken and crew took back the lead by the Tiger Pole at Rhyll only to run aground...oops again.'<sup>161</sup> Ultimately, *Bumble Bee* with Jack Dunn as skipper was the ultimate winner having been able to read a more favourable direction in the light winds. All praise, however, went to Simone Lawson for organising the runners and the running events in this most enjoyable event. The 2010 Three Humps race set a new standard. 'Due to a lot of effort by Kellie Williams we had the most runners that we have seen in recent times. However this event doesn't happen unless a lot of people do a lot of work preparing beforehand and officiating on the day, and I would applaud the efforts of Pauline, Matt, George and Rowan Draper, Simone Stead and Jan Wilson.'<sup>162</sup>

We also had a novelty event with the 'Race Around the Bay – Boat rally' on 11 March. This provided both entertainment for the 10 yachts and motorboats, skippers and crew who had to follow the clues to discover the answers to the quiz. Many thanks to Rob and Jan Wilson for this day, which I am sure all involved will want to see on the calendar again next year.'<sup>163</sup>

**Comment [CL2]:** Note in pencil on 2 says: 'agreed for Margaret Jemmeson to approach Kay Cottee. THEREFORE, I am waiting for final version of this.'

This was the club's second attempt at organising the rally as the first had fallen foul of the weather. The only 'casualty' for the day was the boat rally mascot – Teddy Bear – who had 'endured a difficult night in Cleeland Bight and was rescued the following morning. We are pleased to advise that teddy is well and should make a full recovery. We look forward to seeing more of Teddy around the club.<sup>164</sup>

## YACHT RACING – Division 2

The dinghy season has got off to an 'on and off' start. We learned the disadvantage of holding two races on the one day when we were unable to hold races 2 and 3 due to strong winds...The first race of the regatta was abandoned due to a strong wind change just after the start. Four boats had to be assisted back to the marina. The crews handled the heavy conditions very well and they all got back safely with a minimum of fuss. We had two terrific races with ten competitors on the second day.<sup>165</sup>

That year, the squadron added two additional features to the dinghy calendar. The first was the inaugural Southern Westernport Challenge which was to be an inter-club series of two races run annually with crews competing from Inverloch (South Gippsland Yacht Club), Rhyll, Cowes and Newhaven clubs, giving sailors a chance to meet others with like-minded interests. The squadron also planned to award a Junior Trophy 'to encourage the juniors by providing them with a competition within the present dinghy competition. Some of us think that soon we will have to award a 'Masters Cup' as the juniors learn to outdo the mature sailors.'<sup>166</sup> However, all races were always at the mercy of the weather and by the end of the season most of the dinghy racing had been held in good racing weather with 'the overall points being tied for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>, with Matthew and Rowan Draper in *Mr Trouble* winning the overall event from Rob Wilson, Ron and Natasha van Rennes were 3<sup>rd</sup>.'<sup>167</sup> The dinghy racing season ended with the traditional Aquatic Tactical Challenge, in reality an aquatic version of muck-up day with the aim being to throw wet sponges at competitors while sailing.

The original squadron dinghies had been Cherubs; however, with the passage of time and technology other makes of dinghies became popular and the club was 'encouraging members wishing to get into dinghy sailing to consider a Mirror as they are suitable for the type of sailing we do and it is fun to have a race within a race of the same type of boat.'<sup>168</sup> There was always the possibility of acquiring a mirror more cheaply as squadron members sold their dinghies when they moved into larger boats. Other dinghies that regularly participated were Pacers, 125s, Sabots and a Sea Hawk.

With excellent weather for the opening of the Dinghy Racing season we had our small fleet expanded by the Mirror of Jackie Murray and Jan Wilson, complete with 'L' plates and skipper & crew eager to learn.

The weather was to order, perfect sunny day and very light winds from the northerly direction. At the briefing we had a warning from the Rear Commodore that the course may be changed at the last minute if the forecasted sea breeze came in from the south and sure enough, as we were tacking and gibbing around near the club boat it took off and set markers in the reverse position to what was planned.<sup>169</sup>

When the course was re-set, the race commenced with a good run up the bay with spinnakers flying and the faster dinghies attempting to take the wind from each other's sails. 'Meanwhile the ladies, Jackie and Jan, gracefully completed the triangle sailing at their own comfortable pace.'<sup>170</sup>

The remainder of the dinghy races during December 2006 and January 2007 were held in mild wind conditions and so were often troubled by the tide, which if the wind dropped, would lead to boats drifting backwards and away from the start line. At low tide in Dickies Bight, just off the San Remo Police Station, this resulted in there being just enough water for the centre boards of some boats to clear the bottom. However, sailing was generally good with 'Jackie Murray and Jan Wilson in the mirror showing that they had developed some skills in only a few races.'<sup>171</sup>

The first day of the Rose Bowl Regatta was also blessed with wonderful sailing weather, although the second day was cancelled due to unsafe weather with a twenty-knot south-westerly. 'We had the combination of the tide and headwind to work against so it was long tacks up to the 1<sup>st</sup> marker near the marina entrance.'<sup>172</sup> Spinnakers were raised after the first mark allowing the dinghies to catch some extra wind. Unfortunately, Matthew Draper in *Kityikana*, a 125, capsized his boat and although he recovered quickly, he lost precious minutes with this manoeuvre. By the second race in the afternoon, the tide was rising and the wind had picked up giving the racers 'swells to cut through and plenty of spray. Down wind was good for surfing the swells...we saw two of the faster dinghies capsize, as both Malcolm (Ed Garrett/*Bombara*) and Tim (Ed van Rennes/*Hi Tide*) took their crew for a swim giving Matthew (Ed Draper) in the 125 the opportunity to take 2<sup>nd</sup> behind Ron (Ed van Rennes) in his Pacer, Seaspray, and Malcolm (Ed Garrett/*Bombara*) in another 125 just under a minute behind.'<sup>173</sup>

Jan Wilson obviously enjoyed the dinghy racing because in the next season she teamed up with her husband Rob Wilson and they raced the club 'pacer', providing some cheap entertainment for the onlookers. In his enthusiasm, Rob Wilson had not factored in the Festive Season that fell before the Rose Bowl Regatta and found that squeezing into a dinghy was no mean feat after a large Christmas dinner.

The club dinghy was and is available to members who wish to participate in dinghy racing but don't own one. The following season, imbued by the spirit of having a go, new member Mark Cassar and his family raced the club pacer. Two training days were planned for season 2008/2009.

We have started the dinghy season with Beginners Sail Training. Attendees were taught safety and some basics of sailing, how to rig a yacht and were taken out on the club boat to watch Natasha Van Rennes give a demonstration in her Sabot. I would like to thank both Natasha and Matt Draper for their assistance in making this program successful.<sup>174</sup>

Six participants turned up and three of them were new to sailing. 'Ken Stuchbery who, after promising for some time, bravely turned up in his Mirror.'<sup>175</sup> That season, the Rose Bowl Regatta was decided on two races only, the second day being cancelled due to strong gusty conditions. Both races were closely fought. In the first 'there was just seven seconds between

first and second with most of the field within four minutes.<sup>176</sup> *Kityikana*, *Flipper* and *Waterbabes* were in the first three placings. The second race was even closer with only one second separating *Kityikana*, who once more was placed first, and *Hi Tide* with *Catspaw* who came third. As always the dinghy season closed with the Aquatic Tactical Challenge or the wet sponge fight. This event was full of fun and laughter with plenty of water and wet sponges flying.

The squadron was reaping the results of its efforts. 'We have seen an increase in the number of dinghies racing and if this trend continues, we are looking at running two divisions next season.'<sup>177</sup> The first race of the Rose Bowl Regatta on Saturday 2 January 2010 was cancelled when 'as the minute gun was about to go a nasty squall hit and the decision was made to abandon the day.'<sup>178</sup> The following day, in improved although still windy conditions, three races were held. At the end of a long and challenging day that saw four boats capsize with all being righted and one, *Knot Awake* (Natasha van Rennes) even winning the race, there were some very tired junior sailors to be seen about the clubhouse. 'The Dinghy Series is also progressing well...It has been pleasing to watch two of our junior sailors in Toma Huther and Rowan Draper make the transition from crew to skipper with some success.'<sup>179</sup>

The successes at Newhaven spilled over into inter-club competitions and were in evidence at the Southern Westernport Challenge on 27 February 2010 when six of the squadron's dinghies competed in the races.

There were a number of capsizes that day in both races. Rowan Draper racing his sabre, *Ominous*, was hit on his head with the boom as his boat capsized. In the second race Natasha van Rennes suffered the same fate when *Knot Awake* capsized and he boom hit her on the head. Her brother Tim jumped from *Hi Tide* to assist her. All three boats retired.

Congratulations to George Draper and Tom Boschma in *Mischief* and Toma Huther and Zack Burrows in *Moon Dog* who managed to stay upright throughout both races and handled the conditions quite well. These two yachts shared third place in their division.

Local knowledge and a larger fleet meant that the South Gippsland Yacht Club were the winners. It was great to see that six of the nine sailors from Newhaven Yacht Squadron were juniors and we had the only juniors racing on the day.<sup>180</sup>

## FISHING

Juniors were also making their mark in the fishing competitions. The annual fishing clinics were also well attended irrespective of the weather. 'We haven't had a lot of luck with mother nature who gave us another cool windy day for our fishing clinic. However, after watching an educational video made by Terry Shepperd we adjourned to the Marina where the "No Fishing" rules were relaxed to allow us to put into practice what we had learned.'<sup>181</sup> Even in the marina some successful fishing was possible when junior 'Matthew Draper (like Grandfather) produced a good mullet and Noel Street was crowned "King of the Toadies" a dubious honour indeed.'<sup>182</sup>

It is great to see our senior anglers passing on their knowledge to the Juniors. Rowan (Ed Rowan Draper) and his friends are fortunate to have such a great tutor in Neil Lacco, and the Read brothers and their Dad (Ed Terry Read). Unfortunately Neil won't give me his secrets so I have told Rowan that he can come fishing with me anytime. Its that or follow their boat but I think that is classed as Piscatorial stalking.<sup>183</sup>

'A highlight of the evening was our chance to encourage all our junior fisherpersons and sailors with a small award. This year they were: Toma Huther, Tim van Rennes, Natasha van Rennes, Matt Draper, George Draper, Rowan Draper, Mathew Brown, Jack Diggins, Jakob Read, Kaine Read.'<sup>184</sup>

The fishing competitions were a great chance for anyone, even club visitors, to get a chance at winning one of the prizes as visitor Cameron Shoobert from Sydney discovered when he won the Junior Prize of the Day for catching a flathead weighing 0.405 kg. The sailing fraternity was not excluded from joining the fishing fraternity in this activity, although it was not always to the benefit of the fishing fraternity. Sailor Natasha van Rennes was the first junior in the Winter competition four in 2006, while her mother, Carmen van Rennes, was first in adult in the Winter competition.

'The lines have been tight and the fish have been plentiful for those skilled in the art of outsmarting fish. During the season a well-seasoned member was heard to say the most success comes to those who can think like a fish. Whilst this will exclude most members some have obviously been practicing this thinking out on the water.'<sup>185</sup> Of course, there were always other ways of learning the art of fishing.

Finally, after running two comps I now consider the job has a valuable "fringe benefit". Aside from the fun and fellowship of your fellow fisho's on the day, it also provides valuable feedback on where and when the fish are either biting or are not. An example of this was after seeing the mixed results of the first comp, I decided next day not to fish around the NYS area, but head up towards Elizabeth Island. The result was a nice catch of snapper!!!<sup>186</sup>

The other was simply having some knowledge of the waters around Western Port and there the *Quarterly* provided members with this important information. 'To maximise your chances of catching Fish on Western Port its important to have an understanding of how the tides affect your prospects.'<sup>187</sup> Readers were advised that the top and bottom, or slack time, of each tide cycle were the best times to catch fish as they moved onto the mud banks at high tide and into deeper water at low tide. As Western Port is subject to strong tidal flows, when the tide is running the bait moves, the berley is less effective as it is swept away and the fish are on the move, and it is harder to attract fish to one spot. Fishing when the tide is running is generally less successful. The moon also plays a role in either attracting species, such as the mullaway and gummy shark, or scaring them off, such as whiting and snapper.

The annual Summer migration of snapper into the bays is heralded by the flowering tea trees and longer, warmer days. 'There are some anglers who make regular catches of big snapper and its not luck. What's their secret? Well there are several key factors. Timing, location, bait and presentation.'<sup>188</sup> Snapper feed most actively around first and last light and this needs to be combined with the high or the low tide around Western Port for greatest success. Snapper

also like to feed over broken ground and reef so the corals off Rhyll and Schnapper Rock are good fishing grounds at the right season, but the main channels around Western Port should not be discounted when the snapper are moving into the bay. Apparently, the snapper are finicky eaters so readers were advised to 'Take a variety of baits out with you. Pilchards and squid are favourites but if there are pickers around use silver whiting or sauries.'<sup>189</sup>

'Many anglers pack the boat and tackle away as soon as it gets cold but there are plenty of options for some great fishing in the colder months. Two of the best species to target at this time of year are Gummies and Salmon.'<sup>190</sup> Gummy sharks are most likely to be caught at the edge of the channels, especially in the falling tide when the fish move from the mud banks at high tide back to the deeper channels at low tide. Another favourite spot is around Corinella. 'The best time of the month is near the full moon and if you are brave enough, night is definitely the best.'<sup>191</sup> Over the Winter months, salmon swim along the coastal areas of Western Port. Surf fishing is recommended for catching the bigger fish. However fishing on the water, especially at the entrance, is also recommended and it has the added benefit of whirling flocks of seagulls and terns giving away a spot where a school of salmon might be feeding on baitfish. And for those who do not own a boat<sup>192</sup> Whiting and silver trevally are often found in the bay and 'there have been some good size flathead along with arrow squid caught in Bass Strait for those who dare to venture out there!'<sup>193</sup>

To make the fishing calendar easier to follow, the angling committee nominated the third Sunday of the month as competition day. In the Summer season competitions were held monthly, over Winter they were held every two months.

The new timing of these days on the third Sunday of the month during Summer is clearly proving to be a winning formula for fishing. The days have been well attended and many a secret has been passed on during the all important weigh in and sausage sizzle that commences at 1300 on the day. There is a rumour going around that some BBQ attendees are simply turning up for the new gourmet sausages as well as hoping to catch up on some useful tips for future outings.<sup>194</sup>

Sponsors like Terry Shepperd, who had connections with Pier 8 in San Remo and Regal Marine in Vermont were the backbone of the competition. Because of increasing interest, and to include the occasional fisherman, the sub-committee developed a new day-fishing competition where winners were judged against a weighted scoring system and points were awarded per ten grams of fish. 'The lower deck of the clubhouse is in the process of developing a fishing corner in the northeast section of the club. When you walk in through the new glass door you will soon see the dedicated bench and cupboards together with radio, scales etc. The year-round fishing competition board gives all an understanding of what is being landed by members.'<sup>195</sup>

'Our fishing competitions are a great way to get involved in angling activities with club members and guests. Prizes are a bonus on top of a great day that is always finished off with a sausage sizzle at the clubhouse. Perhaps we could even have a fish cooking competition if there is a willing organiser, cook, chef willing to help!!'<sup>196</sup> Nobody stepped forward but fish

recipes began to appear in the *Quarterly*, such as the one for stir-fried salt and pepper squid or for barbecued King George whiting with pine nuts and raisins. 'The recent recipes have proved very popular and I am pleased that we have managed to land a big one for this edition. It is...*Pommy Dave's (formerly) Secret: Prawn & Fish Stuffing Spectacular!*<sup>197</sup> The recipes were definitely popular but it was the competition dates that were the lifeblood of the club.

As this edition goes to press, those dates are in the future. A future full of promise, full of as yet unwritten fishing yarns, fish boxes brimming with the day's catch.<sup>198</sup>

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<sup>1</sup> Excerpts from 'Rejoice comes to Western Port' by David Whelan (Deckhand), NYS Quarterly, Summer 2007

<sup>2</sup> Captain Hans Mitterer (Jeff Shawcroft, Training Officer, NYS Quarterly, Summer 2001)

<sup>3</sup> Hamish Hughes, Commodore, NYS Quarterly, Autumn 2005

<sup>4</sup> Hamish Hughes, Commodore, NYS Quarterly, Autumn 2006

<sup>5</sup> Hamish Hughes, Commodore, NYS Quarterly, Spring 2006

<sup>6</sup> NYS Quarterly, Spring 2006

<sup>7</sup> Ian Jemmeson, Archivist, NYS Archive Notes 2004-2008, April 2007

<sup>8</sup> Ian Jemmeson, Archivist, NYS Archive Notes 2004-2008, May 2008

<sup>9</sup> Hamish Hughes, Commodore, NYS Quarterly, Autumn 2007

<sup>10</sup> Ibid

<sup>11</sup> Brian Trevena, Committee Member, NYS Quarterly, Winter 2007

<sup>12</sup> Hamish Hughes, Commodore, NYS Quarterly, Spring 2007

<sup>13</sup> Ibid

<sup>14</sup> Hamish Hughes, Noel and Pat Street, Alen Garrett, Neil Stewart, NYS Quarterly, Spring 2007

<sup>15</sup> Hamish Hughes, Commodore, NYS Quarterly, Spring 2007

<sup>16</sup> NYS Quarterly, Autumn 2008

<sup>17</sup> Hamish Hughes, Commodore, NYS Quarterly, Spring 2008

<sup>18</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Spring 2008

<sup>19</sup> NYS Quarterly, Spring 2008

<sup>20</sup> Hamish Hughes, Commodore, NYS Quarterly, Summer 2008

<sup>21</sup> Mark Johnson, Editor, NYS Quarterly, Summer 2008

<sup>22</sup> Neil Stewart, Vice Commodore, NYS Quarterly, Autumn 2010

<sup>23</sup> Peter Watson, Committee Member, NYS Quarterly, Winter 2006

<sup>24</sup> NYS Quarterly, Spring 2009

<sup>25</sup> Hamish Hughes, Commodore, NYS Quarterly, Winter 2009

<sup>26</sup> Ibid

<sup>27</sup> Noel Street, Commodore, NYS Quarterly, Summer 2009

<sup>28</sup> NYS Quarterly, Winter 2010

<sup>29</sup> Noel Street, Commodore, NYS Quarterly, Spring 2010

<sup>30</sup> Hamish Hughes, Commodore, NYS Quarterly, Winter 2008

<sup>31</sup> Hamish Hughes, Commodore, NYS Quarterly, Spring 2007

<sup>32</sup> Ian Jemmeson, Archivist, Archive Notes 2004-2008, March 2006

<sup>33</sup> David Mirtschin, Training Officer, NYS Quarterly, Summer 2009

<sup>34</sup> NYS Quarterly, Autumn 2007

<sup>35</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Autumn 2007

<sup>36</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Summer 2009

<sup>37</sup> Rob Wilson, Training Officer, NYS Quarterly, Summer 2007

<sup>38</sup> Pauline Draper, Acting Boating Secretary, NYS Quarterly, Summer 2008

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- <sup>39</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Spring 2009  
<sup>40</sup> Malcolm Garrett, Training Officer, NYS Quarterly, Winter 2007  
<sup>41</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Autumn 2007  
<sup>42</sup> Jeff Shawcroft, Training Officer, NYS Quarterly, Autumn 2006  
<sup>43</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Autumn 2006  
<sup>44</sup> Teddy Tompkins, Safety Supervisor, NYS Quarterly, Summer 2009  
<sup>45</sup> Teddy Tompkins, Safety Supervisor, NYS Quarterly, Summer 2008  
<sup>46</sup> Teddy Tompkins, Safety Supervisor, NYS Quarterly, Spring 2006  
<sup>47</sup> Hamish Hughes, Member NYS, NYS Quarterly, Winter 2006  
<sup>48</sup> Teddy Tompkins, Safety Supervisor, NYS Quarterly, Winter 2006  
<sup>49</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Winter 2006  
<sup>50</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Summer 2007  
<sup>51</sup> Teddy Tompkins, Safety Supervisor, NYS Quarterly, Winter 2008  
<sup>52</sup> Extract from *Phillip Island Advertiser*, NYS Quarterly, Winter 2010  
<sup>53</sup> Neil Stewart Vice Commodore, NYS Quarterly, Winter 2010  
<sup>54</sup> Ibid  
<sup>55</sup> Neil Stewart, Vice Commodore, NYS Quarterly, Spring 2010  
<sup>56</sup> Neil Stewart, Vice Commodore, NYS Quarterly, Summer 2010  
<sup>57</sup> Noel Street Commodore, NYS Quarterly, Autumn 2010  
<sup>58</sup> Noel Street, Vice Commodore, NYS Quarterly, Winter 2007  
<sup>59</sup> Rob Wilson Rear Commodore NYS Quarterly, Spring 2008  
<sup>60</sup> Noel Street, Vice Commodore, NYS Quarterly, Spring 2008  
<sup>61</sup> Kevin Holt, Vice Commodore, NYS Quarterly, Summer 2010  
<sup>62</sup> Neil Stewart, Vice Commodore, NYS Quarterly, Autumn 2010  
<sup>63</sup> Ibid  
<sup>64</sup> Noel Street, Commodore, NYS Quarterly, Spring 2010  
<sup>65</sup> Mark Johnson, Editor, NYS Quarterly, Summer 2007  
<sup>66</sup> Peter Watson, Member NYS, NYS Quarterly, Autumn 2006  
<sup>67</sup> Ray Hemmings, Member NYS, NYS Quarterly, Summer 2010  
<sup>68</sup> Ibid  
<sup>69</sup> Ibid  
<sup>70</sup> Kevin Chambers, Member NYS, NYS Quarterly, Spring 2006  
<sup>71</sup> Andrew and Alen Garrett, Members NYS, NYS Quarterly, Winter 2010  
<sup>72</sup> Cheryl Matthew, Member NYS, NYS Quarterly, Spring 2009  
<sup>73</sup> Ibid  
<sup>74</sup> NYS Quarterly, Winter 2010  
<sup>75</sup> Bob Varcoe, Member NYS, NYS Quarterly, Winter 2006  
<sup>76</sup> Natasha van Rennes, Member NYS, NYS Quarterly, Spring 2007  
<sup>77</sup> Terry Harris, Member NYS, NYS Quarterly, Winter 2010  
<sup>78</sup> John Campbell, Member NYS, NYS Quarterly, Autumn 2011  
<sup>79</sup> Jan Wilson, Social Secretary, NYS Quarterly, Summer 2009  
<sup>80</sup> NYS Quarterly, Spring 2006  
<sup>81</sup> Hamish Hughes, Retiring Commodore, NYS Quarterly, Autumn 2010  
<sup>82</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Winter 2009  
<sup>83</sup> NYS Quarterly, Summer 2007  
<sup>84</sup> Mark Johnson, Editor, NYS Quarterly, Winter 2007  
<sup>85</sup> Mark Johnson, Editor, NYS Quarterly, Winter 2010  
<sup>86</sup> Val Salisbury, Member NYS, NYS Quarterly, Autumn 2012  
<sup>87</sup> Noel Street, Vice Commodore, NYS Quarterly, Autumn 2006  
<sup>88</sup> Neil Stewart, Vice Commodore, NYS Quarterly, Summer 2009  
<sup>89</sup> NYS Quarterly, Summer 2009  
<sup>90</sup> Hamish Hughes, Commodore, NYS Quarterly, Summer 2007  
<sup>91</sup> Noel Street, Commodore, NYS Quarterly, Summer 2009  
<sup>92</sup> Noel Street, Commodore, NYS Quarterly, Summer 2010  
<sup>93</sup> Ibid  
<sup>94</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Autumn 2010  
<sup>95</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Summer 2006  
<sup>96</sup> Graham Turner, Social Secretary, NYS Quarterly, Autumn 2008  
<sup>97</sup> Steve Aston, Motorboat & Angling, NYS Quarterly, Autumn 2006  
<sup>98</sup> Jan Wilson, Social Secretary, NYS Quarterly, Autumn 2010

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- <sup>99</sup> Peter Buitenhuis, Social Secretary, NYS Quarterly, Autumn 2006  
<sup>100</sup> Jan Wilson, Social Secretary, NYS Quarterly, Autumn 2010  
<sup>101</sup> Graham Turner, Social Secretary, NYS Quarterly, Autumn 2009  
<sup>102</sup> Peter Buitenhuis, Social Secretary, NYS Quarterly, Autumn 2006  
<sup>103</sup> Fred Allen, Social Secretary, NYS Quarterly, Autumn 2007  
<sup>104</sup> Ibid  
<sup>105</sup> Jan Wilson Social Secretary NYS Quarterly, Winter 2010  
<sup>106</sup> Ibid  
<sup>107</sup> Peter Buitenhuis, Social Secretary, NYS Quarterly, Autumn 2006  
<sup>108</sup> Hamish Hughes, Commodore, NYS Quarterly, Winter 2006  
<sup>109</sup> Hamish Hughes, Commodore, NYS Quarterly, Winter 2007  
<sup>110</sup> Hamish Hughes, Commodore, NYS Quarterly, Winter 2008  
<sup>111</sup> Hamish Hughes, Commodore, NYS Quarterly, Winter 2009  
<sup>112</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Winter 2010  
<sup>113</sup> Fred Allen, Social Secretary, NYS Quarterly, Spring 2007  
<sup>114</sup> Peter Buitenhuis, Social Secretary, NYS Quarterly, Winter 2006  
<sup>115</sup> Jan Wilson, Social Secretary, NYS Quarterly, Spring 2010  
<sup>116</sup> Ibid  
<sup>117</sup> Ibid  
<sup>118</sup> Graham Turner, Social Secretary, NYS Quarterly, Spring 2008  
<sup>119</sup> Jan Wilson, Social Secretary, NYS Quarterly, Winter 2010  
<sup>120</sup> Ian Jemmeson, Archivist, NYS Quarterly, Summer 2006  
<sup>121</sup> Ian Jemmeson, Archivist, NYS Quarterly, Summer 2006  
<sup>122</sup> John Baragwanath, Member NYS, NYS Quarterly, Autumn 2009  
<sup>123</sup> Ibid  
<sup>124</sup> Ibid  
<sup>125</sup> Thelma Reek, Member NYS, NYS Quarterly, Autumn 2010  
<sup>126</sup> Bernie Hemmings, Member NYS, NYS Quarterly, Winter 2009  
<sup>127</sup> Bernie Hemmings, Member NYS, NYS Quarterly, Winter 2009  
<sup>128</sup> Tanys and Tom Boschma, Members NYS, NYS Quarterly, Autumn 2007  
<sup>129</sup> Derrick Kershaw, Member NYS, NYS Quarterly, Autumn 2007  
<sup>130</sup> John Baragwanath, Member NYS, NYS Quarterly, Autumn 2009  
<sup>131</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Autumn 2009  
<sup>132</sup> Jeff Nottle, Motorboats & Angling, NYS Quarterly, Autumn 2009  
<sup>133</sup> Ibid  
<sup>134</sup> Jeff Nottle, Motorboats & Angling, NYS Quarterly, Autumn 2010  
<sup>135</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Autumn 2007  
<sup>136</sup> Ibid  
<sup>137</sup> Ibid  
<sup>138</sup> Ibid  
<sup>139</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Winter 2008  
<sup>140</sup> Pauline Draper, Boating Secretary, NYS Quarterly, Winter 2010  
<sup>141</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Spring 2007  
<sup>142</sup> Ibid  
<sup>143</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Autumn 2008  
<sup>144</sup> Ibid  
<sup>145</sup> Ibid  
<sup>146</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Spring 2008  
<sup>147</sup> Ibid  
<sup>148</sup> Ibid  
<sup>149</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Summer 2008  
<sup>150</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Autumn 2009  
<sup>151</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Winter 2010  
<sup>152</sup> Pauline Draper, Boating Secretary, NYS Quarterly, Summer 2010  
<sup>153</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Autumn 2008  
<sup>154</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Winter 2007  
<sup>155</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Summer 2006  
<sup>156</sup> Hamish Hughes, Commodore, NYS Quarterly, Summer 2006  
<sup>157</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Autumn 2008  
<sup>158</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Winter 2008

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- <sup>159</sup> Ibid  
<sup>160</sup> Ian Jemmeson, Member NYS, NYS Quarterly, Winter 2011  
<sup>161</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Winter 2007  
<sup>162</sup> Rob Wilson, Rear Commodore, NYS Quarterly, Winter 2010  
<sup>163</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Winter 2007  
<sup>164</sup> Rob Wilson, Motorboat & Angling, NYS Quarterly, Winter 2007  
<sup>165</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Autumn 2006  
<sup>166</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Autumn 2006  
<sup>167</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Winter 2007  
<sup>168</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Summer 2007  
<sup>169</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Summer 2007  
<sup>170</sup> Ibid  
<sup>171</sup> Ibid  
<sup>172</sup> Bob Sterling, Boating Secretary, NYS Quarterly, Autumn 2007  
<sup>173</sup> Ibid  
<sup>174</sup> Pauline Draper, Boating Secretary, NYS Quarterly, Summer 2009  
<sup>175</sup> Pauline Draper, Acting Boating Secretary, NYS Quarterly, Winter 2009  
<sup>176</sup> Pauline Draper, Acting Boating Secretary, NYS Quarterly, Autumn 2009  
<sup>177</sup> Pauline Draper, Boating Secretary, NYS Quarterly, Winter 2010  
<sup>178</sup> Pauline Draper, Boating Secretary, NYS Quarterly, Autumn 2010  
<sup>179</sup> Ibid  
<sup>180</sup> Pauline Draper, Boating Secretary, NYS Quarterly, Winter 2010  
<sup>181</sup> Rob Wilson, Boating & Angling, NYS Quarterly, Autumn 2007  
<sup>182</sup> Ibid  
<sup>183</sup> Mark Johnson, Boating & Angling, NYS Quarterly, Winter 2008  
<sup>184</sup> Alen Garrett, Rear Commodore, NYS Quarterly, Winter 2008  
<sup>185</sup> Jeff Nottle, Motorboats & Angling, NYS Quarterly, Autumn 2009  
<sup>186</sup> Kevin Chambers, Angling Report, NYS Quarterly, Autumn 2007  
<sup>187</sup> Fishing Tips from Wally Whiting, NYS Quarterly, Autumn 2006  
<sup>188</sup> Fishing Tips from Sam Snook, NYS Quarterly, Spring 2007  
<sup>189</sup> Ibid  
<sup>190</sup> Fishing Tips from Steve Salmon, NYS Quarterly, Winter 2008  
<sup>191</sup> Fishing Tips from Steve Salmon, NYS Quarterly, Winter 2008  
<sup>192</sup> Rob Wilson, Motorboat & Angling, NYS Quarterly, Spring 2006  
<sup>193</sup> Rob Wilson, Motorboating & Angling, NYS Quarterly, Autumn 2007  
<sup>194</sup> Jeff Nottle, Motorboats & Angling, NYS Quarterly, Autumn 2009  
<sup>195</sup> Jeff Nottle, Motorboats & Angling, NYS Quarterly, Summer 2008  
<sup>196</sup> Ibid  
<sup>197</sup> Jeff Nottle, Motorboats & Angling, NYS Quarterly, Winter 2010  
<sup>198</sup> NYS Quarterly, Spring 2004