

# Newhaven Yacht Squadron QUARTERLY

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## YOUR COMMITTEE

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Cardell Assurance & Audit

### Maintenance Yard

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### Boatique Shop Sales

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## MARINA BOOKINGS

### Casual Berths

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## SUB-COMMITTEE MEMBERS

### Building

Glen Botterill, George Reek, Gary Richards, Jeff Shawcroft, Tom Rawlings, John Wilson, Ray Frith

### Finance

John Baragwanath, Andy Chappell, Derrick Kershaw, Robert Burnham, Peter Buitenhuis

### Marina

Derrick Kershaw, Glen Botterill, George Reek, Gary Richards, Tom Rawlings, Jeff Shawcroft, Ray Frith

### Social

Helen McCrimmon, Mim Kershaw, Jan Bayliss

### Sailing

Alen Garrett, Mary Brown, Sue Padget, Peter Watson, Peter Gratton, Cheree Dyson

### Motor Boats & Angling

Gary Richards, Andy Chappell, Kevin Chambers, Graham Turner, Rowan Draper, Craig Edmonds

### Safety & Training

Peter Gratton, Cheree Dyson, Stan Jackson, Alen Garrett, Ray Frith

### Magazine

Stan Jackson, Cheree Dyson

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Phone: 5956 7515 Fax: 5956 6127  
www.nys.org.au

# COMMODORE'S REPORT



Dear members,

**YOUR CLUB NEEDS YOU!**

**VACANT COMMITTEE  
POSITIONS AT  
THIS YEAR'S AGM**

Our club has a long history as a family-based community organisation built from the ground up by dedicated volunteers - some of these people having put in time on our Committee.

At each AGM some Committee positions are up for re-election and a vote is taken (if more than one candidate for each role). Having served for some years, a number of our present members are retiring at this AGM. (Our Constitution refers to Other Members – these are Committee members with roles that can be varied as needed over time).

Please consider standing for one of the following declared vacant roles that are needed for our club. I welcome any emails or phone calls (0407996763) to get more details on each role. There is a simple nomination form to fill in and lodge at least 14 days before the AGM on 13 October 2018.

**1. Vice Commodore (Flag Officer).**

- Oversight operation of the marina, boat yard and buildings.
- Acts as Commodore if Commodore absent
- Convenes the Marina Sub-Committee

**2. 'Other member' (Buildings Co-ordinator).**

- Works closely with the Vice Commodore
- Responsible for operation of club buildings
- Convenes the Buildings Sub-Committee

**3. Treasurer**

- Ensures all financial records are correct
- Reports financial performance to the Committee
- Prepares annual audited reports for the AGM

**4. Rear Commodore (Flag Officer)**

- Oversight all on-water activities (sailing and motor boats)
- Assists other Flag Officers as needed
- Responsible for the Boating Sub-Committees

**5. Boating Secretary**

- Works closely with the Rear Commodore
- Assists with race administration
- Assists with Boating Sub-Committees

**6. 'Other member' (Safety)**

- Advises Rear Commodore on safety matters
- Develops and manages safety policies and practices.
- Takes immediate action on urgent issues.

**7. 'Other member' (Communication and Promotion)**

- Manages communications to members (magazine, Facebook etc)
- Promotes NYS into the community
- Assists with the NYS Youth Policy

The full Committee meets monthly on a Friday night from 6pm with the aim of finishing by 8pm.

Each role on the Committee is enjoyable and important for our club. I look forward to your involvement with our Committee

Cheers

Andy Chappell

## Welcome Aboard!

Sohan Pal

Greg and Dawn Clark

Ian and Sue Bell

Greg McKenzie and Jodie Doman

Sue and Richard McLauchlan,

Aaron and Nicole Brown

Rick and Diane Jenkins

Paul and Yao Latham

Rory and Rebecca McCain

Tim Bell

Shayne and Christine Benedict

Anthony and Christine Dever

Mark Baugh

Cyril Filippi

Darren & Katherine Tilley



## TIDAL BERTH

The NYS Tidal Berth is often incorrectly called the Careening Berth. Careening (also known as “heaving down”) is the practice of grounding a sailing vessel at high tide in order to expose one side of its hull for maintenance and repairs below the water line when the tide goes out.

Our Tidal Berth allows us easy access to both sides of our vessel.

I have been asked to write an article, with pictures, to show how our tidal berth can be conveniently accessed. Most boats only need antifouling every two years and for most this can extend to three years. This saves a major expense and is better on our environment with less toxic paint being scraped off. Unfortunately, there are several important tasks that must be done annually:

- Check and often replace anodes.
- Lubricate the propeller shaft seal.
- Replace the propeller shaft seal.
- Check the propeller and drive gear.
- General under the water inspection.

I have found that drying the boat out on a hot day seems to extend the life of the antifouling as the little critters do not like drying out.

Accessing the tidal berth;

1. Check the tide prediction and weather for the chosen day.
  - a) Be aware that the tide may be less than predicted.
  - b) Check with the Yard Manager, Glenn Botterill, that no one else is planning to use the tidal berth.
2. The Tidal Berth is just exposed at 0.6m, using the Tide Gauge near it.
  - a) Synergy draws 1.5m meaning I need 2.1m of depth to just get on.
  - b) To make sure, I won't go on in less than 2.4m of depth.
  - c) I can float off at 2.2m.
3. Any boat that balances fore and aft can readily tie up at the berth (see the pictures). Less balanced boats would need to be tied more substantially. I do not lean the boat more than a few degrees onto the piles; it just seems to happen naturally. On windy days I put a rope from the mast to one of the bollards. Boats that I am aware of that have used the Tidal Berth are: Synergy, Northshore 27, VanDeStadt 34, Defiance 30.
4. Having access to the Tidal Berth to complete underwater tasks like replacing a skin fitting has been beneficial. Knowing the Tidal Berth is available for use in an emergency is reassuring.

Alen Garrett April 2018





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## VALE: KEL GWYNNE



### The Three Amigos.

Peter Ashley and I met Kel at Springvale RSL where I was working as part of the management team. During 2003, I and two others decided to reactivate and reform the Springvale RSL Angling Club. Very shortly after Kel called me over one night in the Club's Bistro and said that he was interested in joining and wanted to be active therein. Shortly after, he was elected to the Committee. From this point onwards Kel's enthusiasm

was infectious and was one of many reasons the Angling Club become vibrant. If he was not organising trips then it was fund raising efforts. What needed to be done he was willing to participate in. At about the same time Peter Ashley joined the Angling Club and it was from this point onwards that a great three way friendship was formed. If we were not fishing in RSL trips then we were out in Kel's, Peter's or my boat as a threesome, or if one was working - as a pair.

When Kel Joined the Newhaven Yacht Squadron, it was quite clear to both of us from his comments and actions that he enjoyed being and spending time there. We were aware that he enjoyed the company of new friends he found there - particularly Glenn Botterill.

With his usual exuberance he soon had Peter and I down there - firstly joining as members then in October 2013 buying one third shares in an 8.75m Bertram fly bridge cruiser. After some major overhaul work - particularly on both motors we were able to take it out of the Marina and enjoy ourselves. No matter what part of Westernport Bay or outside, it was always a great day when the three of us got out there. In particular we had one particular spot off Grollos beach that Kel loved going to. He enjoyed fishing at night - out late afternoon, find the spot, set the anchor and then the rods and wait. Two snoozing, one watching the rods - then cursing because we were too slow getting to them. Maybe a

few schapper to take home - a bonus. The sun rising, bleary eyes, hot cup of tea and some homemade sandwiches then discuss what time we would go in. Great memories.

We purchased the Bertram with a view to restoring it as retirement was a couple of years away for all of us and viewed it as our future main recreation outlet. Unfortunately not long after starting refurbishment, work severely interfered with available leisure time for all three of us. Naturally restoration stalled. Kel with his usual optimism looked forward to reaching 65 in February of this year and then having the time to ramp up the work.

Unfortunately an accident which hospitalised and restricted him and then a severe short term illness swallowed up a lot of his time over the last two years. Because of this he still had to work at the time of his death.

His passing away was unexpected and has saddened both Peter and I and we both agree that we are going to miss his wheeling, dealing & negotiating and never knowing what he is going to surprise us with next.

Kel was a man who amongst his friends spoke what he thought so you knew where you stood with him. He was a friendly, generous, outgoing, versatile man and is already being missed by both of us.

Kel - Thank you for being our friend.

Graham Richards.

Three Amigos partner.

Newhaven Yacht Squadron Inc. Member



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# COMMUNICATION & PROMOTION OFFICER'S REPORT



During 2016 the Committee undertook a process to gain input from members to help with future planning for the Squadron. Two of the outcomes indicated that we needed to improve communication and that we needed to focus on increasing membership – especially young families and youth. Consequently, the role of

Communication & Promotion Officer was initiated.

Subsequent developments have included:

- enhancement of the NYS website
- creation of a NYS Facebook page
- increased use of email to communicate with members (As email is the most efficient in terms of time and most effective in terms of two-way communication, I urge all members to ensure the Squadron has your email address)
- publication of the Quarterly magazine on the NYS website
- publication of monthly Committee meeting reports on the NYS website
- increase in the number of NYS articles appearing in the local newspapers

Statistics to June 2018 indicate that the website is being broadly frequented. We are averaging over 5500 visits per month, with some coming from many other countries (e.g. USA 490+; Russia 165+; Canada 120+; over the last 2 ¾ years - with 14,500+ from within Australia). The most-visited pages are the homepage, followed by the web cam, marina, tides, events, contact (the Squadron), and permanent berths. And we have had over 90 Enquiries.

Conversations with the Facebook page also has been gathering momentum. Members are keen to comment about their experiences during Squadron events; and there was regular 2-way communication occurring throughout Elektra's voyage during the Melbourne to Osaka Yacht Race.

The 2018 autumn Quarterly magazine was the first one to be launched via an email to members announcing its accessibility on the website. We have received positive feedback about the publication, and I acknowledge and thank Cheree Dyson for her first-rate job of managing its compilation and publication by Print It Fast.

The Quarterly is your magazine, and I encourage you to make contributions by sharing with us your boating – and NYS social – experiences. The deadlines for articles are easy to remember: they will be the first day of the new season i.e. Spring - 1 September; Summer - 1 December; Autumn - 1 March; and Winter - 1 June. Send your articles to Cheree at [training@nys.org.au](mailto:training@nys.org.au) and they should be in a Microsoft Word compatible format (.doc or .docx), or Rich Text Format (.rtf). Photos accompanying your articles are most welcome. These should preferably be above 2 megabytes; and please include information about who / what is in the photo.

Advertising in the magazine is welcome. Members can place a ¼ page advertisement free of charge (we also have a Buy & Sell facility on our website).

Businesses are able to include an advertisement according to the following annual charges:

- ¼ page for \$150
- ½ page for \$250
- full page for \$500.

Whilst speaking of businesses, Seabreeze Screens in Wonthaggi is installing security doors throughout the clubrooms. All members who make a purchase with Seabreeze Screens will receive a 10% discount – just mention that you are a member of NYS.

Happy and safe boating

Stan Jackson

Communication & Promotion Officer

## LOOKING BACK IN TIME





# TRANS TASMAN SOLO YACHT RACE, 1978

## A CAUTIONARY TALE ABOUT THE FIRST WITCHETTY

by Robert Millard

Some of you may have noticed a new small boat in the marina with the name Witchetty II. She represents a late life conversion to power boating by an aging male, leaving behind a lifetime of sailing.



Witchetty when she was new

This is a short story about the original Witchetty, my first keelboat that I bought in about 1975.

She was a quarter tonner (a rating under the old IOR yacht racing rules), designed by Peter Joubert, and although rather diminutive at only 25 feet overall was considered then to be a capable offshore vessel.

At the time, I was fascinated by the singlehanded and short handed racing which was taking place in the Northern hemisphere and by the so called adventure sailing which brought Sir Francis Chichester on Gypsy Moth 3, and Alec Rose on Lively Lady to Australian shores on their respective singlehanded circumnavigations.

Accordingly, I prepared Witchetty and myself for entry to the Single Handed Trans Tasman Yacht Race in 1978, a race

conducted by New Plymouth Yacht club and Mooloolaba Yacht Club, and modelled on the OSTAR race in the Northern hemisphere across the Atlantic from Plymouth to Newport. That year there were 15 entrants for the 1500 nautical mile race.

The preparation involved firstly, a 500 nautical mile singlehanded qualifying sail: this was accomplished by a sailing non stop from Royal Brighton Yacht Club to the Cruising Yacht Club in Sydney. This passage took just on 7 days and provided great experience and valuable lessons. I wasn't new to blue water sailing but the rigours of keeping watch singlehandedly especially as it involved coastal navigation, avoiding oil rigs and ships, and dealing with the conflict between maintaining a

lookout and adequate sleep were very demanding compared, as I later found out, to ocean passage making. Witchetty was a delightful boat to sail; well balanced and capable of hour upon hour of non-attendance at the helm, courtesy of the remarkable "French Navik" windvane.

My friend Martin Glassborow joined me to sail Witchetty to New Plymouth., a distance of 1400 nautical miles which we completed in 14 days with a dream run of good weather except for one thunderstorm. We were both new to offshore navigation and kept separate logs to crosscheck our daily positions on the chart. There was no GPS in those days: we used regular updates on the chart using deduced reckoning supplemented by fixes obtained by sextant shots of the sun and moon. (We weren't up to star shots at that stage). Our landfall was made easy by the perfectly cone shaped Mount Egmont which we were able to identify from a distance of 80 nautical miles. Our arrival in New Plymouth was greeted with a great welcome from the race organisers and locals and we were both elated and proud of our achievement.

Race start day was 8th April 1978. Choice of this date was influenced by the conventional wisdom that it was after the cyclone season, but as it turned out Cyclone Hal that year lurked ominously close to the North Queensland coast during the race, causing with the southern influence of a low pressure system over the Tasman Sea, sustained south westerly winds of over 50 Knots for a few days in mid April.



Arriving in NZ before the race





Sailing with normal rig

This gave rise to disaster for three of the fifteen boats in the fleet, Josephine II sailed by Bill Belcher who was stranded on Middleton Reef, Easterly<sup>1</sup> sailed by John Jury- She was also rolled over and dismasted and lost her rudder, and Witchetty.

No such thing as EPIRBs in those days, Bill Belcher broke the sacred rule of staying with the boat and launched himself in his life raft to drift across the Tasman Sea. Miraculously, he was spotted weeks later and rescued by a freighter. A freighter also rescued John Jury. His boat was later washed up on a beach north of Mooloolaba

You can read an account of this in Bill Belcher's book "Shipwreck on Middleton Reef" in our library. Witchetty and I were rolled over and dismasted... but we survived to eventually complete the course to Mooloolaba under jury rig and to tell the tale. The few days after the dismasting were very frightening and anxious.

After the dismasting, when the weather had died down, I constructed a jury rig by making an A frame from two spinnaker poles, after the same style as David Lewis had used on his boat Ice Bird when he had been dismasted in the Southern Ocean. (You can read his account of this in a copy of "Ice Bird" in our library).

The boat was full of water up to the level of the saloon berths and all fresh food and electronic gear including VHF and HF radios were ruined.

I can attest to the correctness of the axiom that the best bilge pump is a frightened man with a bucket.

Communication between the fleet and with race organisers had been twice daily by HF radio, but now this was lost

and I had no way of communicating my predicament to the race organizers and my family.

Part of the race rules offered the option to have the gearbox sealed or to have the propeller removed to prevent motor assistance in light airs. I had chosen the latter.

With some trepidation, and tethered to the boat, I went over board and reattached the propeller, having first checked that the motor was still functioning and estimating that I had enough fuel for about half of the remaining distance to sail. Sadly, when I started it again, water in the upper cylinder resulted in a sudden seizure of the engine with the piston rod punching a hole in the crankcase.

My only remaining food supply was in cans, and the labels had all been washed off, so I had to take potluck in my choice of daily food; rationed because I didn't know how long it would take me to get to Australian coast.

Gradually under reduced sail, Witchetty and I made our way towards Mooloolaba. We were eventually sighted, close to our destination, by fishing trawler whose skipper called out "are you one of those mad bastards in the yacht race from New Zealand?"

Disabled, engineless, and a long way from home, Witchetty was something of a liability so I sold her to a Mooloolaba Yacht Club member who later went on to win the Club Championship in her on three separate occasions. I believe she still occupies a berth in the marina at 1770 on the Queensland coast.



At Mooloolaba showing the A-Frame jury mast

Although I never competed in a Solo ocean race again, I went on to a lifetime of ocean racing and cruising.

Witchetty II represents my capitulation to motor boating after giving up on sailing, unable to completely relinquish love of and involvement with the sea. We'll be keeping an eye on the weather.

## NEWHAVEN YACHT SQUADRON LIBRARY

Some of you may have noticed that the library on the ground floor has been tarted up a bit, in that the pile of magazines which have been gathering dust have been culled, and the books arranged roughly in subject matter in the bookcases.

Encouraged by your committee, I have been cataloguing the books and trying to bring some order to what was a somewhat neglected treasure.

It was apparent to me, when I looked at the task of cataloguing the library that not much use is made of this great facility and that it has been neglected for some time. Clearly, in the past, club members have gone to a lot of trouble to keep the library in some order and many generous club members have donated books to the collection. I have taken the liberty of donating books that I myself have collected over the years, being careful to avoid duplication and to choose those that I hope club members may find interesting.

However, the collection was in a somewhat chaotic state. Firstly there were quite a number of books that have nothing to do with sailing or boating and would be more appropriate in a general library. I have taken the liberty of removing most of these from the collection and making them available for members to take to their own collections, by leaving them on the downstairs table for the taking. Secondly, there have been a lot of books that have been duplicated. I have also taken the liberty of removing most of these, and making them available for the taking.

I have now loaded all the books onto a database and created a folder with a list of all of the books in the library. This will now form the basis of recording borrowing. I encourage everybody to have a new look at the library and discover what a treasure we have, and to borrow books that are of interest to you. When you do, could you please find the book you are borrowing in the prepared list, and enter your name, your phone number and the date of borrowing in

the columns provided. (Feel free to write over the column to ensure you record the data; I can easily replace the page as necessary if it is defaced). If you wish to borrow a book for more than one month, I ask you to mark it as returned and borrow it a second time. This way, we can keep a track of what happens to our books since it is clear that some of them have disappeared over time. I intend to take an ongoing interest in the library and to look for ways in which it can be more actively used in the club

Please let me know if you wish to contribute books from your own collections. If there are any discrepancies that you discover between the actual library and the list in the folder, please draw them to my attention. Also, if you have any suggestions about how to improve our library and its usage, don't hesitate to get in touch.

Robert Millard

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# SAFETY OFFICER'S REPORT



*I received this email from a concerned club member. While I think the topic may be very sensitive to some members I think it is something we should all be aware of.*

I address this to you as “Safety Officer” and Committee Member, NYS. These are my own personal thoughts.

My pet cause (at the moment) is the somewhat cavalier way that many recreational boaters (mariners) approach their own safety at sea - particularly those of us who go to sea on our own.

This is an increasing trend as many are participating, in their active retirement (formerly known as “dotage”), in more adventurous pastimes, coupled with sometimes, a lack of understanding or disregard for their own safety /survival and the impact that their actions may have on those around them. This also applies to recreational boaters of all ages - in particular, should the unthinkable happen and they fall overboard at night, offshore, in the middle of Westernport, wherever.

***If you are on your own and in the water,  
you are on your own.***

There is a school of thought (shallow thought) that wearing an approved lifejacket properly will save your life if you “unintentionally enter the water off a moving boat”. Wearing a life jacket is 1000% better than not wearing a lifejacket if you go overboard. Only a bloody idiot would not wear one, notwithstanding the Marine and Government regulations. It needs no further discussion on this point.

But, if you are on your own, fall overboard and your vessel is moving off at a stately 5-10 knots, you are in a pickle. A jar of pickles. A bloody barrel of pickles.

Add in a moderate sea state, wavelets, wind, night, temperature, etc. Getting the picture?

A lifejacket will keep you afloat, but will you be found, in time?

But you might say...., “My vessel has a “man overboard alarm”, I have filed a sailing/trip plan (told someone that I am going “out” for a day/night). I have flares, Epirbs, VHF radio, AIS, life buoys, strobes etc, etc”.

Guess what? They are all now 300 metres away.

Your “unintentional” entering the water, is likely not to be graceful. Chances are that you may strike an object as you go over, or be temporarily snagged on a life line, sheet

or whatever. On entry, you are likely to cop a mouthful of water. Totally disoriented, you struggle to deploy your lifejacket cartridge (you have checked and serviced your jacket annually?). A wave slaps you in the face, you ingest more water. Your jacket inflates.

Ok. Now what?

Boat too far away. If under power/sail, impossible to recover. If not under power/sail, is drifting away from you at 2-3 knots. You are fully clothed, got a gut full of water and feeling pretty shaken by the ordeal. Assuming that you are not injured. Shock.

In the area where we sail, and particularly “out of season”, there is relative little passing marine traffic.

Even if someone saw your boat, no alert would be given unless your boat hit something or clearly was navigating in an irregular fashion. Most people would just pass on by.

***Nobody knows you are in the water.***

Something to think about.

Go out during the early morning (or overnight) and drop a small drink esky (one that holds six cans) into the water, somewhere along the coast. The job of the volunteers is to recover the esky after 6-8 hours has elapsed.

Make it “easier” (?), do it in Westernport. Good luck.

There are ways to improve your chances of survival / rescue. If you have a mobile phone, establish set times, each hour, to contact someone as to your safety and location. If you have VHF, make contact with VMR or Volunteer Coast Guard, advising of intentions. Have a working strobe light fixed on your jacket.

Invest in a personal small registered Epirb, attached to your jacket.

Check regularly the status of your inflatable lifejacket. Check batteries.

If possible, and affordable, a waterproof, floating VHF radio, attached to your jacket.

A decent vest style jacket, with pockets and attachment rings that will not limit your movement on board too much, but can accommodate these survival tools.

Have a plan.

If not for yourself, do it for your family, friends or those who will be out looking for you.”

Regards

Peter Gratton



# TREASURER'S REPORT



## FINANCIAL REPORT OF NYS TO JUNE 30, 2018

It seems like ages since I prepared a report for the members – but there is only good news!

There was a great deal of work to do prior to the 30 June as many will

recall the 2016 AGM when we agreed that our Squadron Year and Financial Year should coincide.

Up until June this year we had the Financial Year from 1 July in each year to 30 June the next year, whilst the Squadron Year ran from 1 October each year to the following September 30 the following year. Budgets were difficult to plan and the accountants had to take special care as well. Well now we have only one year so I am looking forward to more accurate reporting to the Committee and members. I was concerned that the last composite Financial Year may have been a little lean but it turned out to be satisfactory after all. I think we were all influenced by the previous year which was certainly a “stellar” one!

As I am sure most of you would realise that our income is relatively predictable (X many members at \$ X per year is pretty easy to budget to), and our expenditure, with the exception of large purchases or repairs, is also not such a problem.

Where the budgeting goes astray is with berth movements. A couple of large transfers can ruin the budgeting (but always in a nice way!). However, we budget not to receive large sums to avoid disappointment (to the Treasurer) if they do not happen!

Your Squadron is in good shape. We always have some additional repairs or minor improvements to make but overall the Clubrooms are a delightful place to meet, and the Marina – whilst needing some current upkeep – a beautiful sight nestling as it does in Newhaven.

You will receive a full financial report at the AGM and I encourage you all to come along. It is a good time for members to ask questions.

It must be remembered that the majority of our funds are put aside as a contingency for when our assets (Clubrooms and Marina) need repairs or other work.

John Baragwanath  
Treasurer

## NYS REGALIA PRICE LIST



Polo Shirts  
(Long Sleeve)

**\$35**

Polo Shirts  
(Short Sleeve)

**\$32**



Hoodies (Adults)

**\$45**

Hoodies (Children)

**\$42**



Jackets  
(Soft Shell)

**\$100**

Vests  
(Soft Shell)

**\$85**



Travel Bags

**\$35**

Caps &  
Hats  
**\$16**



# VICE COMMODORE'S REPORT



Earlier in this edition of our magazine you will have read the commodore's report outlining our club's need for a Rear Commodore and a Vice Commodore. I will not be seeking re-election at our upcoming AGM due to time commitments. My current role impacts on the use of my boat and the time available for family and

especially grand kids. I will not be walking away from club involvement and will remain on the marina sub-committee and will also continue with planning for the dredging of the marina (more on that fantastic topic later).

In recent months there have been several issues concerning the minimum space between boats in some of our pens. They mainly concern those on the centre arm rather than the southern one. The north arm, being of a more modern size and construction, does not seem affected.



As it stands you could have a 4m wide boat alongside a 2m wide one and still comply with the rule requiring a minimum of 1m between them. This is fine until one of the berth holders replaces theirs with a wider boat. Our rule 3.3.1 will be amended to still require the 1 metre clearance but in future it will be measured from the centre line of the pen, i.e. 500 mm either side. This will be included in future new Marina Berth Agreements. Ray Frith and George Reek have re-measured all pens and fingers and George has provided us with detailed drawing showing maximum beams. I urge all existing berth holders to bear this in mind prior to committing to purchase or placing a different boat in your berth. If needed you can seek advice from any of the Marine Sub-Committee members.

All berth swaps and allocations are done by the main Committee in accordance with agreed guidelines. In relation to those of you on our berth waiting list, please be mindful of our Rule 3.1.1. which states that if you do not accept the second offer of a similar size berth you will then go to the bottom of the list.

I am still getting complaints about a few boats protruding over the walkways and causing a safety hazard. Please

ensure yours is not one of them and adjust mooring lines accordingly.

The ongoing planning for dredging moves slowly forwards. As I mentioned in the last report we have had the samples taken from the floor of the marina and they have now been analysed. The results found most were within normal parameters but unfortunately several were not as they contained a large amount of zinc. This was not associated with the maintenance yard or any other discharge. To help explain this as some natural occurring phenomena we then took another two samples from the Newhaven jetty hoping that their analysis would reveal that the zinc level was at a similar in both the marina and the bay outside. Unfortunately, this was not so and we are working out how to overcome this aspect. We will then continue to research our current plan which is to obtain permission from DWELP and Parks Victoria to do a maintenance dredge of part of the marina and discharge the silt outside into the bay on an outgoing tide. This would be far more cost effective than the alternative expensive sheet piling wall around the maintenance yard. Time (a lot of it) will tell and in the interim we will move boats around where necessary.

We have commenced the maintenance program for stages 1 to 4 of the marina. To date 13 of the 23 steel pilings have had the rust removed. It is a messy and noisy task hammering away the rust, I know as I have helped Glen with a few of them. He can only do 2 or 3 at a time when the tide and weather permits.



That's all for this edition. Stay safe and warm.

Derrick Kershaw



# NYS MEMBERS COMPETE IN THE MELBOURNE TO OSAKA YACHT RACE

Chris Wilson and Geoff Graham set sail on Elektra, a Beneteau First 47.7, in the Melbourne to Osaka yacht race starting in late March this year. The Osaka Cup is a 5,500 nautical mile 2-handed yacht race starting in Melbourne and finishing in Osaka, and it's one of the very few South-North long-distance ocean races in the world. The route passes through multiple weather systems and seasons as it crosses the Pacific Ocean. You can find more information about the race at [www.nys.org.au/news/melbourne-to-osaka-yacht-race](http://www.nys.org.au/news/melbourne-to-osaka-yacht-race) and [melbourneosaka.com/en/about-the-race](http://melbourneosaka.com/en/about-the-race).

Elektra finished the race after 36 days 04 hours 15 minutes 22 seconds. The boat's average speed was 5.6 knots, with a maximum speed of 13 knots. It travelled 5198.6 nautical miles.

Each week the boys sent out an email. These are below - unedited. The next issue of the Quarterly will include a first-hand account from Chris of his "adventure of a lifetime".



## Elektra - week one

Finally, two years of hard work and dedication and we are beating out the heads with a strong breeze, before turning for a bumpy ride to the prom. Our first "big tactical decision" which vacuum sealed home cooked meal do we pull out of the freezer?(we went with lamb and veg casserole) Once around the prom we weaved our way through the oil rigs hugging the coast with some sensation sailing conditions. It was very nice to have the full moon shimmering on the water each night!

Once we neared lakes entrance it became a tacking duel with Force Eleven, it was neck and neck then "disaster", a man overboard drill off point hicks. Unfortunately the bean bag (which after trying Chris said was a great idea) blew over the side during a tack. Of course we had to go back for it !! From there we decided to stay inshore rounding Gabo island and then zig zagging up the coast line until around Bermagui where the breeze freed and we had a clear run to Jervis Bay. We then headed off shore to dodge some light wind areas. Then on watch today I copped a squall and torrential down pour with no wind, taking us backwards for about half an hour or so.

## Elektra - week two

Where were we? Oh that's right, sensational sailing up the NSW coast. How quickly things can change! We were now beating into Noreasterlies hugging the coast to stay out of the south flowing East Australian Current, when we noticed water squirting up through the floor boards. Further investigation was quite overwhelming as there was around 200 litres of water sloshing around the side of the hull. We decided to continue heading north and manually bail it out as we were determined not to loose any ground. (This would be difficult because the boat is healing at an angle of 25 degrees+). Hours and hours of bailing and it just kept coming back. To add to this we also had some gear breakages that needed immediate attention as well. By this time we were exhausted and started to think the worst (leaking keel bolts, skin fittings etc etc) so reluctantly we decided to heave to and drift "backwards". This would stand the boat upright and enable us to use our electric bilge pump. Once drained we dried all the keel bolts skin fittings etc. No problems there? So we then started stripping hull linings looking for any signs of leaks. To cut a long story short we found two breather pipe fittings and a 40 mm holding tank overflow fitting leaking. Fixed them and away we went again.

Whilst limping along off the coast of Yamba finishing off the last of our repairs, Chris sees a yacht heading towards us. "That looks like a mottled 33." As it got closer we both said "No way, it's Rob !" A friend from our yacht club had sailed 8 miles offshore to greet us. Cheers Rob, that was a great boost to morale onboard. From there we sailed into stronger winds and building seas and were then notified by race organisers that we had options regarding the developing cyclone of Townsville. We chose to seek refuge at Southport as some boats ahead of us had done. This very unexpected stopover ended up with some great comradery between our fellow competitors and quite a celebration at the yacht club that night/morning!

Interestingly many of the other boats had suffered problems and were able to fix them in the calm of the marina. So off we go again, these next three days had us reaching in strong squally breeze with ugly confused sea and swell at an awkward angle making it necessary to hand steer doing a 2 hours on 2 hours off watch system. Then yesterday the sea abated a little enabling us to use the auto pilot and just concentrate on sail trim. This is the sailing I signed up for!! The next few days ahead look good. Morale on board is good and the tucker is A1.

## Elektra - week three

So still making good miles about the same latitude as Cape York reaching along with triple reefed main and no3 headsail enjoying the relief of not having to constantly hand steer. We had been within 4 miles of Red Jacket for days then on Monday night we had a massive electrical storm. NOT FUN AT ALL!



Wednesday evening was a good sked just off the Lousiades, we had managed to pass Red Jacket and also got in front of Kraken. All of a sudden it was back to hand steering and pushing as hard as we could to keep Kraken at bay. Absolutely stunning night, star filled sky the breeze lightened and seas abated. We also picked up three hitch hikers that night. A very large sea bird who perched himself on the pulpit and two smaller birds one whom perched on top of the dodger the other curled up on some rope in the cockpit, unconcerned by the humans on board going about their business! They stayed the night then went their separate ways in the morning. Friday the 13th off the Solomons still holding off Kraken. The days are incredibly hot and down below must be around 40 degrees celcius. We are drinking 5 litres of water each per day. Then off Bauganville we started heading more to the east, winds lightening and another hitch hiker, this time a large brown sea bird who's landing skills were woeful. He curled up right next to the drivers seat and also stayed the night. But has ruined it for all those to come."NO MORE HITCH HIKERS" He had shit everywhere during the night, so got pushed overboard at first light when his mess was discovered. Sunday night through to the morning was the worst night ever, we had only covered 28 miles in 12 hours. Now off the SE end of New Ireland and the scenery is stunning, massive heavily forested mountain ranges stretching as far as the eye can see, shrouded in heavy storm clouds at their peaks.

#### Elektra - week four

Finally the breeze has gone aft of the beam, so up with the mast head kite. Cruising along almost parallel with the coast of New Ireland and about 45 mile out trying to work our way across the opposing current and all of a sudden I see a huge tree (20 to 30 metres long) ahead with branches sticking up vertically at least 3 metres out of the water. That could have been nasty, especially in the middle of the night. Now keeping an extra vigilant lookout I notice more and more rubbish going past. I could not believe what I was seeing. It was literally a conveyor belt of rubbish. Plastic bags of all shapes and sizes, plastic containers, lids, shoes thongs, short bits of rope, fishing nets, floats, coconuts, bits of wood etc etc drifting along in this current. I still can't get believe it!

Two days later and well away from that current we douse the spinnaker, the sea is a beautiful vivid blue and there is no rubbish to be seen anywhere! Oh yeah, on Wed 18/4 we crossed the equator. We had some glorious sailing that morning albeit forward of the beam again. By midday the breeze had gone light again. Steak mushroom veg and pasta for dinner! (thanks Donnie and Val, delicious) Very similar conditions the following day, nice breeze in the morning backing off as the day gets hotter with the occasional squalls. Same again the next day. It was becoming like Groundhog Day. Ever since Bauganville our weather gibs had showed we were just shy of good pressure no matter how hard we pushed we just couldn't quite get there.

Then a couple of days ago we managed to get into the trade winds so a "quick sail change" (sarcasm) we have it down to 45 minutes (no easy task on a Elektra, the #2 headsail weighs 50+ kilo) and have now been clocking up the miles ever since.

#### Elektra - week five

So there I was complaining about Groundhog Day (same breeze, same wind angle, same sail setup day after day! Well, Tuesday 24th all that came to an end. We had the worst day ever, with the wind fluctuating between zero and 15 knots and shifting up to 30 degrees as well. Then 4am Wednesday morning pitch black (heavy dark grey clouds) reaching along with blast reacher we had 25 knots come out of nowhere round me up backwinded the jibtop and corkscrewed her into an uncontrolled gybe. Got all that sorted, it was then the start of Chris's watch the breeze dropped out and he had to steer in no wind for 3 hours. First time this trip we actually lost all steerage for about half an hour! Then my watch and "presto" wind kicks in around 10 knots (happy days) then built to 15. Not long after that 20 then 25 then 30 all on the nose which kept us following the rumb line. So 1st reef second reef heady gone, inner comes out then finally third reef! We now have pretty good knowledge on which clouds have wind and which don't.

Ever since then the days and nights have blended into one and we have had the best sailing of the trip so far with a mix of light and moderate winds mostly reaching, and the whole time being able to follow the rumb line. The temperature has become much more pleasant. It was a full moon last night and this morning I was amazed as I watched the full moon set in the West as the sun rose in the East! Not much sea life until last two nights where Chris has seen a pod of what looked like small dolphins but with a more rounded face/nose, and a couple of quote "massive maybe whales with a large dorsal fin". We must look them up when we have internet. Made a loaf of bread this morning as it's now cool enough to use the oven. We have about ten frozen home cooked meals left so should see us through to Japan. A full tank and a half of water (360 litres) so a few extra showers will be a bonus. The wind generator and 600 watts of solar have only had us run the engine once (for about two hours) in the last week to top up the battery bank.

We are on the home stretch !!



As you can appreciate, after 7 weeks at sea the boys were somewhat exhausted and distracted (with celebrations) to write any more emails.

A fantastic effort, boys. Well done.

Stan Jackson

# KON'S EAST COAST CRUISE

**PART TWO - Friday Harbour journey from Phillip Island(Vic.) to Pittwater(NSW) and back**

**By: Kon Cili, with Kevin Corcoran, Guy Kerr and Caroline Graham**



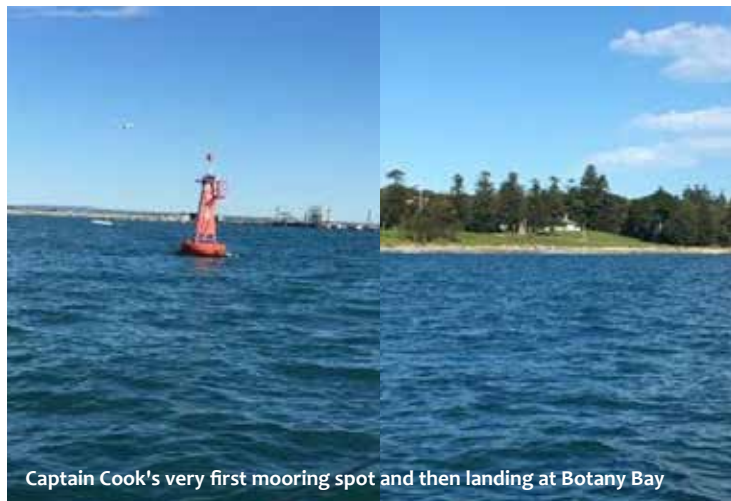
Kiama Light House

Kiama blow hole

On July 22, at 0800hrs, we sailed to our next destination - Port Hacking, 43 nms north of Kiama. With a southerly 20+ knots wind we were moving quite well but a big swell of 3 metres was slowing down our progress. We arrived at Port Hacking Bay at 1530 hrs., and with a quite spectacular bombora we rounded before turning SW to an anchorage in a protected bay off Jibbon's Beach and settled down for the night. During the night the wind picked up quite considerably and a big swell was sending increasing waves through the entrance of the bay. So we did not have any choice in the morning but to move.

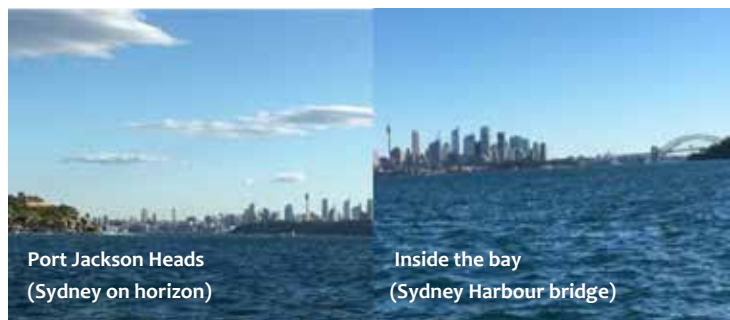
We motored less than 2 miles to the Cronulla Sailing Club marina in Gunnamatta Bay west of Cronulla. We explored the town and watched brave surfers taking on the 4m swells. We stayed there overnight.

On July 23, at 0910 hrs, we sailed a short distance north to Botany Bay, where Captain Cook first landed with his fleet. It was a short 2 hrs. visit. We anchored while watching jets fly over.



Captain Cook's very first mooring spot and then landing at Botany Bay

After lunch we headed to Port Jackson-Sydney, 18 NM away. We arrived at Sydney at 1630 hrs and settled on a public swing mooring at Balmoral Bay. Another overnight stay. It was great place to visit.



Port Jackson Heads  
(Sydney on horizon)

Inside the bay  
(Sydney Harbour bridge)

The next day (July 24), we moved and started our first exploration around Sydney harbour and finally settled down at Balls Head Bay, opposite the Australian Navy maintenance yard. It is a nice little and well protected bay. It was an incredible experience to sail under the Sydney Harbour Bridge and see Sydney Opera house. The next day Kevin returned to Melbourne. Guy and I spent the next two days exploring Sydney Harbour, including Parramatta River and Johnson Bay. Each time we would return back to our home base of Balls Head Bay.

## Beginning of our Sydney Harbour exploration



Sailing towards Sydney city.  
It was an amazing and very  
picturesque experience



After two days, on July 27, it was time to take the trip to our final destination – Pittwater. It was a 24 nm trip. We left Sydney 1045 hrs. and arrived at Pittwater at 1600



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hrs. Pittwater is an incredibly beautiful place with multi \$million houses with uninterrupted views; and it is real sailing mecca. Everywhere we went there were hundreds of boats. We stayed there for three days. Hospitality at Royal Prince Alfred Yacht Club was incredible. Included in mooring charges was courtesy transport to Newport and back by the water or road. We even managed to sail in one race on board a neighbouring yacht, which was incidentally purchased from Sandringham Yacht Club in Victoria.



On our return to Sydney we had an overnight stop over at Refuge Bay off the Hawksbury River and Cowan Creek. It's a strictly protected National park area which is about 2 hrs. trip north of Pittwater (see photos below).

### Going back south (home):

The next day, July 31, we left and our journey back home started. Along the way we saw a huge whale - magic mammals. Five hours later we were back in Sydney Harbour and our home spot Balls Head Bay. For the first time in our trip we were hit by huge rain. Thanks to our covers in the cockpit we were well protected. Kevin arrived back to our base, but it was a challenge to pick him up due to heavy rain. Finally, after three hours, we managed to get him on board. (yet I managed to walk from the station 3 times to see what they were up to and returned -K).

Next day, August 1, we said goodbye to our beautiful base (Balls Head Bay) and moved to Balmoral beach where we did some final shopping and then continued to explore Sydney Harbour by reaching Spit Bridge. To let water traffic through every few hours - particularly sailing yachts - they would lift one side of the bridge for 10 minutes. It was amazing to experience that. After Friday Harbour went through we settled for the night at a very beautiful place call Sugarloaf Bay.

The following day we continued with our exploration with a short stop in Bantry Bay and then to Middle Harbour marina where we stayed for two days doing some domestic work and having fun while waiting for good weather to sail south. We took a bus trip to Manly.

On August 4, at 0735 hrs, we left Sydney and sailed south to Batemans Bay. It was a planned overnight trip. The NNW wind of 20 knots was just what the doctor ordered. For four hours we were flying down south reaching over

8 knots speed. As always when everything goes so well something had to happen. Condition changed. The wind swung around to 20+ knots SSW with the gust of 30+ knots. With reef one on the main and 60% heady out we continued to sail south but it was obvious that our plan will have to be changed and we took the option to stop again in Kiama, 62 nm south of Sydney, where we arrived at 1715 hrs. We anchored in the main bay without difficulty. The next day, August 5, at 1600 hrs, we left Kiama with a planned 119 nm overnight trip to Bermagui. It was a dream run. NNW wind averaging 15 knots gave us 8 hrs of very good run.



During the night the wind eased and we slowed down quite considerably, so when I took the helm again at 0600 hrs. I engaged the engine to maintain a speed of over 5 knots. The reason I did that was the weather report forecasted very strong NW wind. Three hours later on the wind came up to 10 knots, and for the rest of the trip we sailed to our destination. For over two hours we had over 15 dolphins swimming with us.

At 1325 hrs. we arrived at Bermagui Harbour less than, one hour before the wind picked up. It was blowing now in high 20's and low 30's knots.





Celebrations at Bermagui

These conditions continued for the next two days, so to kill time we came back to the golf club and played our second "Bermagui Classic" (ha ha!) in one month. We didn't have good game at all and lost 5 balls on one hole (all ended up in the water); while Kevin and Guy were battling for the "winner's podium". Guy won in a close fought finish. On August 9, at 0640 hrs, we left Bermagui for Eden, 44 nm south. The wind was SSW of 7 knots average and did not help so we had to use the motor. We arrived at Eden at 1530hrs. We topped up the fuel tank and purchased more fuel, got three bags of ice and did the extra shopping to make sure that we have enough food for our next leg - 131 nm trip to Lakes Entrance. We ended the night with dinner at Eden Workmen Club.

The next day, August 10, at 0700 hrs, we left Eden for Lakes Entrance. That was our longest leg of the trip. The predicted northerly never eventuated and we motored all the way. We stopped briefly (drifting) at Gabo Island and had a lunch there. Last time I was there was 15 years ago.

After the short stay we continued to motor toward Lakes Entrance. At 0300, just 5 hrs from the entrance, the wind from the west was gaining strength and by 0530 mother nature hit us with head on wind in the high 20 and low 30 knots. While we had calm weather, I was thinking whether we should top up the fuel tank. It crossed my mind during the night twice more but eventually I dismissed it believing that we have enough fuel, which we had but only for the



right weather conditions. But because of the head on wind three metres swell consumption of fuel increased by double to approx. 6 litres per hour. It was impossible now to refuel on water with the fuel filler point over the stern in the transom. I was watching the fuel gauge constantly. We finally reached the Lakes Entrance leads and we turned the boat towards the heads. Just about 60 meters before the entrance the motor stopped. In quick action (few seconds) Kevin and Guy unfurled the head sail and we gained control of the steerage. We were in a very dangerous situation, but thank God that when we turned the boat towards the heads the wind was on our port side and we managed to sail through the heads. The other question came up how to get to the marina without the motor? Again, Kevin and Guy stepped up and while I was on radio trying to get some assistance they got ready to hoist the main sail and when I came up on deck again we raised the main and steered the boat away from danger of drifting leewards into the East wall, and around into Cunningham Arm towards marina.

Due to no motor we had only one option: to drop the anchor and try to get motor going again. Firstly, we put 25 litres of fuel into the tank and then with instruction from my mechanic we got the air out from the fuel system (the cause we had guessed stalled the motor in a lurch by a wave when entering the channel) and restarted the engine. A long time ago I was told if you think of something do it straight away. Don't wait or ignore it. Very much worthwhile advice. We stayed overnight in the marina.

The next day (August 12) the wind was still blowing in high 20's. So we decided to motor to Metung and had a lunch there and then ended up in Motor Yacht Club at Paynesville, where Florian and Yvonne were waiting for us. After the short chat they left and we all had a well-deserved shower in the club. When I returned on board Florian and Yvonne were there and we all ended up in club having a delicious Thai Dinner. It was a fun night but the weather wasn't improving.



Moored at Metung for lunch in the famous Metung Pub, and later on we met again with Florian and Yvonne ending up having a Thai dinner in the Painesville Sailing Club.

So, the next day (August 13) we had to look for other arrangements regarding mooring as we could not stay where we were. We got information about Peter from Raymond Island, opposite Paynesville and he got us a very nice and

protected marina berth at Raymond Island. Checking the weather all over again we just could not find a window of opportunity to reach Melbourne. We needed three days of

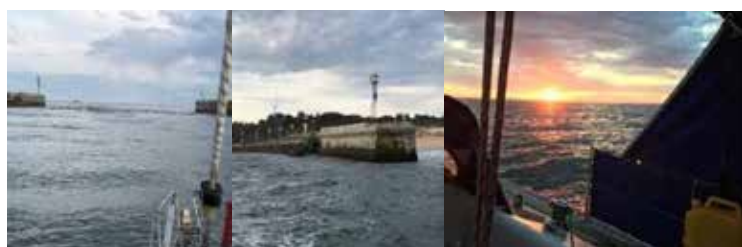


good weather but it wasn't coming. So, decision was made to leave Friday Harbour there and come back to complete trip home in the next few weeks.



Friday Harbour moored safely at Raymond Island

That few weeks end up to be over a month. Finally, the weather improved and on September 21, after last minute shopping, we left Raymond Island at 1230 hrs. On board with me was again Kevin but Guy's place was taken by Caroline Graham our regular racing crew member at Mornington. I have to mention that was the very first open water voyage for Caroline. We motored most of the time from Raymond Island to Lake Entrance heads.



We went through the heads just after 1700 hrs - open water again, hurray!!! We had light NE winds below 10 knots (see photos above) for our destination of Refuge Cove, 125 nm away where we arrived on September 22 at 1230 hrs.



There was hardly any wind at all. After anchoring the boat Caroline and I went on shore while Kevin was preparing a lunch (see photos above).

A few hours later we were on the way to Phillip Island.

We rounded Wilsons Prom. Lighthouse at 1530 hrs. The wind picked up and we managed to sail, maintaining a speed of 5+ knots. I was behind the helm next morning (0500hrs) when we arrived at the eastern entrance of Phillip Island (San Remo side). Due to a very strong wind warning for early afternoon (1300 hrs) my original plan was to moor the boat at San Remo jetty. But, due to our



early arrival to the entrance and thoughts about tide which could cause a problem getting to the jetty, I started to think that we have enough time to get around the Island and moor the boat in Newhaven safe marina. I suggested it to Kevin who was taking the watch from me and that was it. We went around and by 1135 hrs. we were moored in Newhaven marina. The wind picked up later that afternoon but by that time we were already on the way to Melbourne. Phil drove Caroline's car down to collect us, and after tidying up Friday Harbour and a few drinks, he drove us all back to Caroline's place where we watched a footy match between Richmond and Sydney Giants. A few hours later we were all home.

The final question was would I do it again? The answer is yes, I would but not before next year's trip to Tasmania.



PS Thank you Kevin for your input regarding correction, editing and the names of the places and bays which I have recorded in my log book. I really appreciate it. Also, your help with iSailor navigation app you had was great particularly when we were approaching the ports. The app. was awesome. I got it now on my iPad but need to learn how to use it in the most effective ways. And last of all I would like to thank Caroline for stepping in for Guy who could not get time off work for the trip from Paynesville to Phillip Island, and then again from Phillip Island to Mornington – Kon.







The Newhaven  
Yacht Squadron Inc

## CALENDAR OF SOCIAL EVENTS FOR 2018

- Saturday 11<sup>th</sup> August** Pizza night – Home-made pizza's, something for everyone (including gluten free) plus a sweet - \$15/head
- Saturday 8th September** Welcome to Spring BBQ – all the favourites plus a sweet for only \$15/head.
- Saturday 13th October** Spit Roast dinner with dessert for only \$15/head – don't miss this for a delicious dinner.
- Tuesday 6th November** **MELBOURNE CUP DAY** - Further information to be provided - \$2 and \$5 sweeps run for all races after 12 midday. BYO food (BBQ available) and bar will be open. All welcome
- Saturday 10th November** BYO finger food to share with everyone – Bar opens at 6pm
- Saturday 8th December** **CHRISTMAS DINNER** Dance – 6pm for 6.30pm start. Christmas Dinner and music to dance to. Bookings essential - \$TBA.
- Sunday 31st December** **NEW YEAR'S EVE** – the usual band and BYO. Club open from 6pm – band kicks off at 8pm. Bookings essential – booking form will be placed on the notice board at the club - only \$20/head

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## FLOATING ABOUT





## FLOATING ABOUT







THE SAN REMO TRADERS ASSOCIATION PRESENTS THE SAN REMO FISHING FESTIVAL  
SEPTEMBER 9<sup>th</sup> 2018.

AS PART OF THE FISHING FESTIVAL WE WILL BE BRINGING BACK THE BLESSING OF THE FLEET.  
THE LAST BLESSING WAS CONDUCTED AT SAN REMO AROUND 20 YEARS AGO AS PART OF THE  
FISHING FESTIVAL AND WE HAVE DECIDED TO RE-INTRODUCE IT FOR THIS YEAR.

IN THE PAST THE BLESSINGS HAVE BEEN MOSTLY ABOUT THE COMMERCIAL FLEET, BUT WITH OUR  
DWINDLING COMMERCIAL BOATS WE HAVE DECIDED TO OPEN IT UP FOR ALL WATER CRAFT AND  
EXTEND AN INVITATION TO ALL MEMBERS OF THE NEWHAVEN YACHT SQUADRON TO BE PART OF  
THE DAY.

IF YOU WOULD LIKE TO BE PART OF THE BLESSING PLEASE REGISTER YOUR INTEREST WITH YOUR  
NAME, BOAT SIZE AND TYPE AND A CONTACT MOBILE NUMBER TO 0409 018 980 OR REGISTER AT  
JIMS BAIT AND TACKLE SAN REMO.

(Further information will be sent out once registered)

## Newhaven Boat-yard

at the Newhaven Yacht Squadron Marina



**\* Sanding & painting**

**\* Restorations**

**\* Antifouling**

**\* Repairs & alterations**

**\* Fibreglass & timber work**

**\* Mechanical repairs**

**For all your boat maintenance and repair requirements**

**Non members are welcome**

**For further information call**

**Glenn Botterill on 0419 514 395**

## Tudor Insurance Australia

(Insuring since 1984)



Contact: David Cooper  
Tudor Insurance Australian (Insurance Brokers)P/L  
Phone: 9707 3033 Fax: 9707 4568  
PO Box 256 Berwick 3806  
Email: davidc@tudorinsurance.com.au

Exclusive boat insurance  
scheme for  
Newhaven Yacht Squadron  
Members

**\* Accidental damage**

**\* Third Party Liability \$10,000,000**

**\* Covered whilst racing**

**\* Transit cover Australia wide**

**\* Theft of boat, equipment & trailer**

**\* Plus other features**