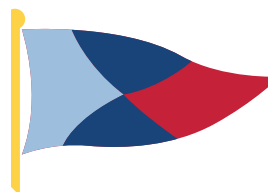


Spring 2018 Edition



Newhaven Yacht Squadron QUARTERLY



DATES TO
REMEMBER



TIDES FOR
SAN REMO



NOTICES FOR
MEMBERS



BERTH
WAITING LIST



SCHEDULE
OF FEES

www.nys.org.au

YOUR COMMITTEE

Commodore

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email: commodore@nys.org.au

Vice Commodore

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email: vicecommodore@nys.org.au

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email: rearcommodore@nys.org.au

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email: treasurer@nys.org.au

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email: social@nys.org.au

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boatsecretary@nys.org.au

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Glen Botterill

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Ray Frith - 0484 828 073

Permanent Berth, Applications

email: admin@nys.org.au

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Building

Gary Richards, Andy Chappell, Nick Blackmore, Helen McCrimmon, Tom Rawlings, Scott Newman

Finance

Annalisa Elliot, Andy Chappell, 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

Boating

Chris Wilson, Robert Millard, Alen Garrett, Sue Padgett, Cheree Dyson, Ray Frith, Peter

Watson, Peter Gratton, Gavin Russell, Scott Newman, Mark Szutta, Matt Draper

Safety & Training

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

Magazine

Stan Jackson, Cheree Dyson

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COMMODORE'S REPORT



BRING ON THE SUMMER!

Hello NYS members and friends, and welcome to Summer 2018! It was great to see many of you at our Annual General Meeting on 14th October.

In this issue I thought I would give a view of the AGM and preview important future activities. After the usual opening formalities I presented the Commodore's Report and Treasurer John presented the required financial papers.

In summary the Squadron is in a strong financial position and employs strong governance processes. We continually check to see that we have sufficient funds in reserve to maintain and improve our facilities over time. Of course the major 'big ticket' item would be replacement of marina arms in the future when necessary. (At this time we do not plan to increase the overall capacity of the marina, but instead focus on existing marina efficiency).

Other significant items flagged from our Future Planning process led by Committee member Stan over the past few years are:

- We will refurbish and make better use of the lower floor of the club house. Action – floor plan design and rough costing needed – high priority to attract younger members – games, computers, school/ community training room etc – referred to the Building Sub-Committee
- De-silting of the marina. Derrick and the Marina Subcommittee have done a huge amount of work on this and we expect a path forward shortly to give a long term resolution to the issue. Marina Subcommittee managing
- We plan to add a new 'safe loading pontoon' (SLP) As we are an inclusive club we need to safely load all categories of members and guests (kids, oldies and the disabled) safely away from boat ramp activities. Beach loading at lower tides is not satisfactory or safe. The Safe Loading Pontoon will also be most useful for short term maintenance access for all members. Marina Subcommittee managing to determine placement and arrange quotes
- Renovate the upper floor patio area make appealing to members and solve leak issue into Committee Room below – Building Subcommittee to arrange a quote

- Membership numbers are dropping off and so an ongoing marketing program is needed. (a member number of around 550-600 ongoing seems to be ideal). Committee to consider establishing a Membership Subcommittee
- There is a concern about a marina maintenance backlog (and the large burden placed on volunteer members) – we plan to appoint approved marina maintenance contractors/companies who can be used as needed for routine maintenance works. (Complex maintenance tasks to still be done by expert groups e.g. Bellingham).

2018-2019 Committee Members

There are three retirements this year from the Committee. We give sincere thanks to: John Baragwanath, Mary Brown and Tom Rawlings for their dedicated service on our Committee. They have invested so much time and care into our club and we are in their debt.

I welcome our new members: Annalisa Elliot (Treasurer), Robert Millard (Boating Secretary) and Scott Newman (Other Member assisting the Vice Commodore); who join re-elected Rear Commodore (Chris Wilson), and Vice Commodore, (Derrick Kershaw), and the rest of the team.

I hope to see you around the Club; and feel free to call or email me anytime (mobile 0407 996 763)

Cheers!

Andy

Welcome Aboard!

Brendan and Clare Tiley

Jim and Les Elliot

Kevin and Michelle Logan

Clem and Vannessa Mifsud

Kevin and Jenny Edmonds

Neal and Bev Carpenter

Geoff and Ria Campbell

Charlie and Georgia Millard

Reinhardt and Riaana Koch



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Welcome®

VALE: PAULINE DRAPER



24.09.1963 – 06.09.2018

Pauline Draper became a member of Newhaven Yacht Squadron in 1982, but her association with the Squadron goes back a long way and continues into the future. One of five children of Neil and Marie Lacco, her paternal grandfather Ken was the inaugural Rear Commodore in 1962 and he became a Life

Member in 1999. Her father, Neil was awarded Life Membership in 2013, and her mother, Marie, worked tirelessly for the Squadron, usually behind the scenes. Pauline's brother Andrew was Yard Manager for a number of years, and her two sons, Matt and Rowan are active participants in club activities. The next generation – Pauline's grandson, Jet, has already attended many Squadron events.

Pauline grew up in Newhaven and was happiest messing about on the water, hanging out with her dad at the boat shed, learning about life on the sea and how to build boats. Pauline inherited her dad's love of the sea, learning how to sail at a very young age and never losing this passion.

Committee Member Alen Garrett recalls: I first met Pauline in the early 1980s when she keenly raced with Bill Manning in his 125 dinghy against myself and our eldest daughter, Brenda, along with Chris Wilson, his elder brother and other passionate dinghy sailors. During this time, Bill and Pauline represented NYS in championship races held at other clubs, and went on to become NYS Division 2 Club Champions in 1991 and 1992. Pauline was the first girl I had met that could really sail and without fuss or bother, showed that sailing was for all.

As well as dinghy sailing, Pauline crewed on the Division 1 boats and was keen on fishing in a professional way. We had great times in an active sailing club.

Early on, Pauline was energetic in getting her boys into boating: sailing and fishing. She ensured they got crewing positions on the better boats; she made sure they were real crew and not just on for the ride. The fine character of Matt and Rowan is a testament to her dedication as a mother. Yes, she could administer 'tough love' when she saw fit.

Pauline taught Matt and Rowan to sail and in 2007 they built a 125 dinghy from scratch. Not many kids can say their mum helped them build a boat, let alone say the boat sailed well. In 2011 Pauline and the boys bought Katana, a 27 foot Endeavour keel boat, which they raced successfully at Newhaven.



Over many years, Pauline made a significant contribution to Newhaven Yacht Squadron as an active, positive member and she was awarded the Allen Lapin Trophy as Club Person of the Year in 2009. Pauline served on the Committee, firstly as Boating Secretary and then as Rear Commodore from 2011 – 2014, a position she was very proud to hold. Pauline was very observant and she would always offer a solution to issues, making sure she was contributing to the solution. She had a strong determination to see issues through.

Radio Operator Sue Padgett also has many memories of Pauline. Sue recalls that Pauline was one of a handful of Officers Of the Day who truly understood the weather conditions, Westernport and yachts - large and small. The courses she set for races were always 'spot on' and finished at a time that was not often over or under the regulation 3 hours. Her briefings were clear and succinct. One didn't argue with Pauline!

Pauline was not generally known for her patience, but over many years working with Sue, who was a novice, non-sailing Radio Operator, Pauline's patience knew no bounds. Pauline tirelessly attempted to explain what was happening on the water and educate Sue in the finer matters of sailing. Not content to outline what was happening, Pauline explained why different boats were doing different things, and what the strategy behind certain moves may have been. Sue was introduced to the Sail Training Manual many times! As well as drawing explanatory diagrams, Pauline made model boats to show the position of yachts when racing, and placed them on a course set up outside the Radio Room so Sue could follow the race. As her illness progressed and she became unable to sail, Pauline still came to every race, to assist in the Radio Room. Pauline was incredibly resilient, and she never let her illness defeat her.

It is a real privilege to have known Pauline Draper and we are all the better for her contribution.

Farewell Pauline. May your sails be full and your seas be calm.

Contributed by Alen Garrett, Sue Padgett and Mary Brown.



COMMUNICATION & PROMOTION OFFICER'S REPORT



This is the 3rd edition of the Quarterly via the new method: electronically (well, mostly). It has been a learning process for us – with a few omissions and gremlins happening. But hopefully this edition gets it all correct. The Committee has been pleased with the positive responses to our 'new' Quarterly, and the value members place on it.

The new process has certainly realised some positives, such as a significant reduction in financial cost to produce; almost nil demand for volunteer time in assembling the magazine mail out (which in the past involved about 10 people for at least 2 hours); publication being more timely in terms of promptness (we are still striving to publish earlier in the season than has been occurring); and the prodigious decrease in paper being used.

I believe the main area in which the magazine can be improved is related to the content within it – we can never have too much. We have had some very interesting articles from members over the last few editions; but we want these to continue. Please consider sharing with us your boating experiences. They can be recent ones or past adventures; or you can submit an article about anything to do with boating that you deem interesting / informative. If you are hesitant to write, just take some photos and email them to myself or Cheree Dyson with short captions.

Have you had a look around the Squadron website? Have a browse and you might find some interesting information and resources – and, also some forms that are relevant to your needs. Some of the elements on the website include: the marina webcam, weather and boating association links, Membership Application Form, Casual Berth Occupancy Agreement, Permanent Berth Application Form, By-Laws and Procedures, downloadable copies of the Quarterly magazine going back to 2014, and of course, the latest news and information about forthcoming events. There is also the Buy & Sell page where you can seek or sell anything to do with boating.

On the promotion side of things, now that we are set up with 4 Hansa dinghies and our inflatable rescue boat, we have begun to promote and utilise these assets. Our Hansa Dinghy Sailability Program with Bass Coast Specialist School began in Term 1 of this year and has continued during Term 4. And, also during Term 4 we began a Hansa dinghy program involving students from Newhaven Primary School. This will also be an ongoing program. Additionally, Alen Garrett has scheduled into our Calendar several days over the summer to provide the opportunity for beginners to try out sailing.

These dinghy sailing programs form a crucial strategy in helping us to address our priority to attract young people and families to become members of our Squadron. Such programs rely on volunteer members to participate; and we appreciate their time in doing so. We are always seeking

volunteers for these programs. If you are interested in getting involved in these rewarding experiences, please contact Alen.

The foundation and advancement of NYS has always been underpinned by volunteerism. What we enjoy today is due to the time and effort of those before us. And as was the case in the past, today there is always something happening to maintain and improve our Squadron and what it can offer members and the community. Our facilities, services and programs are constantly being reviewed, upgraded and broadened. Sometimes these projects are minor, and sometimes they are quite significant undertakings; and, as in the past, much is achieved – and many dollars saved – through member volunteer participation. Sometimes we are told by a member too late into a project or after the completion of it, that if they had known about the project they had relevant skills/knowledge/equipment that they would have been very happy to contribute. Obviously, communication in this area needs to be improved.

To help address this, we have compiled a database of members' skills and expertise that will better enable us to invite members to assist with projects. We will not be putting pressure on members – our aim is to inform and provide you with the opportunity to participate. If you are contacted, we welcome your involvement if you are able; if not, no worries.

Members are advised that the new 2019 car sticker will be mailed out in November.

Happy and safe boating

Stan Jackson
Communication & Promotion Officer

Newhaven Boat-yard at the Newhaven Yacht Squadron Marina



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Glenn Botterill on 0419 514 395

REAR COMMODORE REPORT CLUB SECRETARY'S REPORT

Hi All.

Well first of all I would just like to make comment on the sad passing of two of Newhaven's sailors. First of all Craig Begbie, who endured a lengthy illness. Craig was a great sailor - always competitive and had great amount of experience in both Port Phillip and Westernport. He was good fun, always up for a laugh and to stir up fellow competitors before and after racing. The second passing from the sailing community was Pauline Draper - she also endured a lengthy illness. Pauline contributed her sailing life to Newhaven sailing and crewing on a large percentage of the racing fleet until she finally raced and sailed with her sons on her own boat, Katana. She also contributed massively to various committees. These two familiar faces will be sadly missed.

On another note it was great to be witness to the wedding of Matt and Kayla Draper who were married at the Sandringham Yacht Club. Both Matt and Kayla are keen impulse class sailors and Matt currently being the Australian champion. We hope to see them around the club on returning from their honeymoon in Europe.

I would also like to let other sailors know I have recently been to a meeting with Yachting Westernport which is represented by the Yacht Clubs in Westernport. This was quite interesting with some good discussion on upcoming events such as the Westernport Challenge race and triangular series. It has also been great working with some of our people, namely the boating secretary, Mary Brown, who has been of great assistance with emails and the cancellation of the first Aggregate race due to a gale warning. I would just like to remind sailors to check emails on the week leading up to racing for any changes to program.

Also, being the start of summer series, the sailing instructions are now on the website; so that means audit and safety declaration time particularly for those at categories 4 and wanting to compete in the Round the Island yacht race - so time to check safety gear. Finally, I'm looking forward to seeing you all around the club - especially on racing days. So, let's get keen!!

NYS CORRESPONDENCE

All correspondence sent to NYS is dealt with either directly by me or through Vicki (if it is a straight forward matter); or if appropriate forwarded to the relevant subcommittee or considered directly by the Committee. In all cases the author can expect a reply.

An anonymous letter was recently forwarded to me and that letter was considered by the Committee during our November 2018 meeting. Obviously, given the letter was anonymous, I am unable to reply to the author of that letter. Also, NYS is unable to print anonymous letters.

NYS REVIEW OF RULES AND BYLAWS

We are reviewing NYS rules and bylaws. The working party consists of Matt Ingham, Hamish Hughes, Noel Street and myself, and we invite any suggestions you may have in relation to any changes or additions to these documents. Please forward your suggestions to me at sec@nys.com.au

David Tonkin
Secretary
NYS

LOST AND FOUND

- A watch has been found at the boat ramp.
 - Some keys have been left in the clubhouse: name "Bill" on the tag; no club tag though
- Phone: 03 5956 7515 or email admin@nys.org.au



FOR SALE

PLOW ANCHOR - \$55
6.8 kilogram; never been used.

BOAT LADDER - \$30

BATTERY SWITCH - \$30



SAILABILITY COORDINATOR REPORT

Dinghy Sailability

We started our Hansa Dinghy Sailability Program with Bass Coast Specialist School earlier this year. We are continuing with the same group with 3 programs during Term 4. In line with our Youth Policy, Stan and I had a positive meeting with Newhaven Primary School on 10th October. They were very keen to take up our offer of providing dinghy sailing. We have chosen to work with the grade 5 students who will continue with us next year as grade 6. We have planned 3 sessions for this year for 8 students. Six dinghy and two big boat programs is an ambitious schedule and I hope we can provide enough volunteers to accomplish it. We will continue these programs into the first few months of 2019. We would welcome input from additional volunteers. Please contact me if you would like further information on our programs.

Social Inclusion Sailability

On Friday 23rd November, from 10 am to 3 pm we will be holding our annual Social Inclusion Day. This part of our Big Boat Program is a massive day where we run a morning and afternoon activity with a catered lunch in between. This day will have been run by the time you read this, and I hope the weather is kind and I can report a happy day.

Golden Oldies

Another annual and well-attended event, this will take place on Friday 7th December, starting at 3 pm and finishing near 8 pm. This is the fifth time we have run the Golden Oldies. Our aims are: to have a great social afternoon with our older members; and to provide a boating outing and a pleasant meal. This afternoon is aimed at members who have reduced their boating due to ill health or age. Last year we had 7 oldies and 19 almost oldies. We had 5 boats on the water with 2 on standby.

A highlight of the activity was the magnificent meal provided by the Social Sub-committee. Please contact me if you want more information; and to assist with catering let me know if you are coming by Sunday 2nd December.

Kids Fishing in the Marina

This year this activity will be taking place on Saturday 5th January, starting at 10 am and finishing at 1 pm. Our best young fisherman, Rowan Draper, will show us how.

Bait and fishing gear are provided. Or you can bring your own gear, and if required Rowan is pleased to give advice on how to set it up.

A sausage sizzle lunch will be provided.

Parents and grandparents are required to accompany their kids. Come and enjoy fun with your kids and grandkids. Wear sun-smart clothing with hats and sunscreen.

Register your interest with
Alen Garrett: mobile 0429417552,
email sailability@nys.org.au

Kids Sailing Sailability Dinghies

We have found our special Sailability Hansa dinghies to be most suitable for novice sailors (as well as capable of exciting the more experienced). To provide the opportunity for beginners to try out sailing, several days have been selected with suitable tides. Some of these days will be used if weather forecasts are suitable. Please register your interest with me. I will contact you a day or so before, once the weather is 'known', to let you know which days are being used.

Life jackets will be provided; bring your own if you have one.

The best age to start is 10 years old; younger kids will get a ride in the safety boats.

The possible dates are:

December Sunday 9th, 1230,
Monday 10th, 1330

January 2019 Friday 4th, 0900,
Sunday 6th, 1200,
Monday 7th, 1200,
Tuesday 8th, 1300,
Monday 21st, 1000.

Register your interest with
Alen Garrett; mobile 0429417552,
email sailability@nys.org.au

Alen Garrett
NYS Sailability Coordinator
Mobile 0429417552
Email sailability@nys.org.au



SAFETY OFFICER'S REPORT



Well, we're well into the start of another great boating season, and I hope it is a safe and enjoyable season ahead.

Most boaters are very aware of the need to maintain their boat and safety equipment to the standard required. However, I have observed on the odd occasion the large number of

persons on a small boat.

Maritime Safety Victoria gives clear advice on how many persons are legally allowed on a small boat.

The article below is taken from their website, and I encourage all boaters to have a look at the site.

Safe Vessel Loading and Stability

Overloading is dangerous and may seriously reduce the stability and seaworthiness of your vessel.

For example, overloading your boat may reduce freeboard making your boat less able to resist waves and more likely to be swamped.

Stability is different depending on what type of vessel you are operating. Unless otherwise specified by the manufacturer, the maximum number of people that can be carried in a recreational vessel is represented in the table below.

Length of Vessel

Less than 3 m
3 m to less than 3.5 m
3.5 m to less than 4.5 m
4.5 m to less the 5 m
5 m to less than 5.5 m
5.5 m to less than 6 m

Maximum Passengers

Two people
Three people
Four people
Five people
Six people
Seven people

In calculating the number of people on board a vessel:
- a child up to and including one year of age is not counted.
- each child over one year and under 12 years is counted as 0.5 a person.

Transport Safety Victoria does not recommend taking infants on board a recreational boat.

Because of the varying weight distribution of babies, it is difficult to design jackets which have flotation in the right places to keep babies afloat. The lifejackets currently available for newborns up to 10 kilograms may not provide a proper fit or perform as expected.

On recreational vessels with individual cockpits (for example, decked canoes or kayaks), the number of persons must not exceed the number of individual cockpits, irrespective of the age of the person.

Warning

This is the maximum carrying capacity for good conditions. A reduction in the maximum number of persons should be made if planning to operate in adverse conditions or on the open sea.

Weight of a person is assumed to be 75 kg. per person, with an additional allowance of 15 kg. for personal gear.

A reduction in the number of persons should be made when equipment and supplies exceed total weight allocated.

For vessels 6 metres in length and more, refer to the manufacturers recommendation for carrying capacity or contact Maritime Safety Victoria on 1800 223 022.

You must carry an approved PFD for each person on board your boat

Peter Gratton
Safety Officer

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BOATING REPORT

Around French Island

Saturday, 2nd of February 2019. Briefing at 0900 ready to set off at 0930.

This popular expedition arrives at 'the hump' (the shallow part near Lang Lang) at midday. Power boats need to be able to cruise above 15 knots. We are looking for a boatie, with experience of the northern end of Westernport, to help organise this day. Please contact me.

Australia day cruise; Power and Sail

This popular event has been running for a long time. It has introduced many boaties to staying overnight in their boats and some have gone on to long distance cruising. The emphasis is on cruising safely together and many a good time has been had on the 'party boat'. We need a volunteer(s) to organise the event for the end of January 2019. This is a most rewarding task and there is a well-established procedure for running the cruise. Please let me know if you are interested.

Temporary Access To The Marina

To assist with boat loading/unloading in busy times controlled dongle access to the 'no parking zone' at the eastern end of the Centre Arm is being offered to all senior members for the summer season (1 Dec to 1 Feb).

Members can temporarily tie up their boats at the 'no parking zone' while they wait their turn on the ramp (including going to get their car and trailer). If members without current marina access wish to take up this offer please go to FACILITIES -> THE MARINA -> TEMPORARY ACCESS TO THE MARINA and download the application form, complete it, and post it or email to Vicki at admin@nys.org.au and she will upgrade your dongle for the summer season.

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NYS REGALIA PRICE LIST



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\$23

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(Short Sleeve)

\$20



Hoodies (Adults)

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Hoodies (Children)

\$27



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(Soft Shell)

\$65

Vests
(Soft Shell)

\$55



Travel Bags

\$23

Stubbie Holders

\$5

Glasses - 2 For

\$5

**Caps &
Hats
\$10**



VICE COMMODORE'S REPORT



Since my last report we have managed to move forward with our dredging planning and, subject to obtaining the required departmental approvals, we may be able to do the works after Easter. I will now be staying on as Vice Commodore in order to oversee the completion of this project.

On 11/7/18, we used the club boat to obtain additional core samples from outside the marina. They have now been analysed and the results show that the level of nickel is the same if not higher than those previously taken from inside our marina. The completed report concludes that our marina sediments are not contaminated and are acceptable for ocean disposal.

The next step is to prepare applications for permission to dredge from DWELP and Parks Victoria. These comprehensive documents are being prepared by Geoff ATKINS, our marine engineering consultant. I have to submit a request to the Bass Coast Shire Council for a letter of support for the works as they are the manager for crown lands. We will also be undertaking community consultation regarding this project.

Our ongoing cost to date for hydrographic survey, sediment characterisation reports, marine engineering consultant and laboratory fees is \$23,883. At this stage, it is anticipated that we may be able to complete this maintenance dredging project using just the balance of the \$155k authorised at the 2016 AGM. This depends on us doing the work ourselves using hired equipment after appropriate training from that company. The saving on operator costs is substantial, as is that of not going ahead with the proposed steel sheet wall around the maintenance yard (estimated as \$500k to \$800k). Should our applications be successful, I hope to call for volunteers in about May before you all hook up your caravans and migrate north for the winter.

Glen and Peter Cossa have completed the concreting of the electricity supply trench and the shed corner in our maintenance yard. Many thanks to Peter - no local firms wanted to tackle the job.

The closer on the gate on the north arm has been replaced and your heels should be safe when walking down the steep ramp at low tide. **We ask that you do not pull the gate closed behind you as this interferes with the operation of the closer.** Many thanks to Geoff GRAHAM for his work.

Over recent months there have been several thefts from our marina. A secured dinghy was stolen from alongside our ramp and an outboard motor was taken when thieves cut the fence at the back of the maintenance yard. Can members please be alert to any low life hanging around our premises.

Recently your committee authorised the installation of emergency ladders in the north arm, like those already fitted to the end of some fingers on the centre and south arms. Des FUNSLOW has had them manufactured and will fit them. In our next magazine I will be able to show you where they are and how we will identify them.

The marina sub-committee has been busy identifying tasks for the annual working bee on Sunday 11th November, and our next magazine will show the result of their efforts. In the meantime, good health and safe boating.

Derrick Kershaw
Vice Commodore



THE 2018 MELBOURNE TO OSAKA OCEAN RACING VICTORIA YACHT RACE



This is a nut shell article as I am speaking at Rhyll opening day and NYS opening day where I will say more and be happy for questions. There is no easy way to condense 3 years of hard slog, triumphs, and heartache into this article.

Well what a race and adventure.

Now looking back, it was highly contentious - as most major yacht races are.

Well this story starts at least 3 years before the start of the race. Without the support of my own family and key people, including my co skipper Geoff Graham, we would have nothing to talk about.

Ok Contentious.

For the first time in the history of the race it got broken up into 3 starts. Idea is good - however the starts due to major winds to no winds got the race going after their designated times. And also for the first time in the history of the race, the main fleet was made to stop racing due to a cyclone.

Gold Coast.

When we stopped racing along with the major part of the fleet, we had a ball, we got to bond with the competition and get to know them on a personal basis. We came into Southport Yacht Club, which has a fantastic bistro.

Well with wind building and now racing on the back end of the cyclone conditions we experienced some 5 plus days of 2 hrs on watch system, proving to be completely exhausting. But at times we were reaching to be completely exhilarating. Nothing like surfing a 47.7 foot race boat in a sea way.

Equator.

After a major push and missing only just our next prevailing breeze at the top of the Saloman sea, things started to heat up. As an estimate considering the water temperature is around 30 degrees the ambient temperature inside the boat is in the high 30s. for at least the next 300 nautical miles. Being a latitude race there is nothing better than getting further north. For a couple of hundred nautical miles either side of the equator, the prevailing wind can down tune, then go from 5 knots to 30 knots in the click of a finger.

Push North / finish.

After some of the most spectacular days and nights of racing and after weeks of not seeing another boat, all of a sudden tacking into outer harbours of Japan we start crossing paths with other competitors - now it's really on till the finish.

After passing through Yuri Sato - which is extremely narrow and high volume of shipping activity, rather like playing frogger with a race boat - we decided to go for the mast head spinnaker, which we held till the finish line. We started with the mast head spinnaker in less than 10 knots of breeze and as we approached the finish line we had About 20 knots.



Remembering that Elektra is designed and handicapped for 10 crew, on approach to the finish line now sitting on 12 to 14 knots of hull speed and no water after finish line, we rehearsed and double checked and rehearsed the dowsing of the kite and stopping the boat.

All went as planned. We had a pilot boat to take us in to safe harbour as we finished at about 2130hrs - about 36 days. We were greeted by at least 20 Japanese volunteers club Osaka members, and my lovely wife and Chelsea and Tiffany.

Then the festivities started.

Looking forward to seeing fellow racing club members soon; and setting up a great season of racing.

Chris Wilson
Skipper Elektra.



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VALE: SCOTT CAMPBELL



Scott Campbell moved with his wife Julie to Phillip Island where they had their son Kitt. After a lengthy battle with cancer Scott passed away on July 9th, 2018. There was a wonderful celebration of his life at Churchill Island, where he had been Head Ranger. Many stories were shared about Scott and his exploits. I have compiled a few sailing episodes to honour his memory; but I am sure anyone

who knew Scott will have their own memories. Thanks to those who have added their stories.

Scott enjoyed taking people out on the water. He had owned Emma, Philosopher, a Hobie Cat and finally, Sunbird. Although not participating in the club events or races, he cared for his boat and enjoyed the camaraderie of the coffee group meetings at the bottom level. Philosopher was the vessel that was the main yacht Scott sailed in the area. Scott enjoyed taking the boys out. Often there was a boys' own adventure planned, traveling over to Hastings, going around the Island, New Year's Eve fireworks in Cowes, frequent trips to Gull Rock, or sailing 'out the back' of his Rennison Road house. There were always tales of wildlife: seals, dolphins and abundant fish; or a drama; the time they missed the tide and were stranded for 7 hours awaiting the incoming tide; the unsuspecting people fishing at the Newhaven Jetty as Scott came in - taking out 4 lines of wide eyed children; and camping out at a local destination, on a bull ants' nest. The list goes on!

When he wasn't blooding the youths in seamanship he enjoyed voyaging solo. Julie said that Scott tested Philosopher and decided he needed a faster, streamlined, more agile yacht that would be the one to make a voyage to Scotland. Years in preparation, he took off in 2015 and enjoyed adventures up to Magnetic Island where he left Sunbird for the summer season, before heading off to Darwin and joining the flotilla that sails this route each year. Sadly, this was not to be.

His final sail was in late 2017: Scott, with Sunbird, docked on Magnetic Island, enjoyed getting the Hobie decked out with colourful flags and sailing from Rennison Road to join, or perhaps terrify, the fleet as they did a sail past.

'So, throw off the bowlines. Sail away from the safe harbour. Catch the trade winds in your sails.' Vale Scott.

Andrea Kemp

Scott wasn't the "clubby" type that most NYS members are accustomed to. His connection to NYS was more practical in keeping his sturdy old 'Philosopher' in our marina. In fact, Scott would probably hold an all-time record for keeping his boat in the marina on a casual basis, instead of the usual commitment of purchasing a berth outright. He negotiated this with his charismatic charm, and his willingness to be there when it came to practical matters. One instance was his efforts at making the facilities at Churchill Island available so that NYS could host several very successful annual cocktail parties for neighbouring Western Port yacht clubs.

Many a member has picked up some 'gems', listening to Scott recalling his experiences single handing around the Prom. Like the time he was visiting a Ranger friend at Tidal River, and returning to Philosopher, finding her in the surf, as the wind had swung around onshore. Fortunately, he had put out a Fisherman's anchor, which was holding, however he had to ditch all his chain, as being high tensile, it couldn't be cut. All this while dodging breakers trying to sweep him off the deck. True to his Scottish heritage, he was back there next day to retrieve his gear, again single handed.

At some stage, Scott decided he would like to visit Scotland, and to accomplish that he bought a very well fitted out Van Der Stadt 36'. His voyage up our East Coast was interspersed by visits with Phillip Island friends along the way, including Pittwater, Iluka, and many other stops heading North.

Much of his visit with Helen and me was 'non-boating', even though he was anchored at the bottom of our garden. Many of our boating friends were charmed by him, and he had a wonderful week or so with us.

Tim Patkin



First, I recall the tale of him heading to the Prom, single handed, as you would expect. He told of a very large, following sea - the best way to travel in a storm. Scott told me he was towing his dingy (boat's tender) behind his beloved vessel, *Philosopher*. The seas were so big off Cape Liptrap that when he looked back, he saw that the dingy had come away from the boat.

He thought, 'Oh shit!' Scott was in two minds as to turn up into the wind (not a great solution) and rescue the dingy, or just let it go. As Scott was Scott, he turned her up, under reefed sail in the hunt for the missing dingy. I remember Scott saying the seas were so big and the dingy would go behind the waves where you couldn't see it; he was now punching into the wind. He recalled how he persisted under some very heavy conditions and won the day, retrieving the lost tender. Scott told how relieved he was to have it back.

Onwards and forwards he went, turning the boat back around to running free and headed further south and around the Prom to take refuge in one of his favourite places, Refuge Cove, on the east side of the Prom. All this single-handed, Scott was really a single-handed sailor. Second story: Once Scott took me aboard the *Philosopher*. She was not a brand new vessel, but she was made of steel and she, like Scott, was very sturdy and strong. As Scott showed me all her redeeming features and all his home made improvements and repairs, we made our way down to the deepest parts of her hull. At this moment Scott pulls out a wee stainless flask and says would you like a swig? It seemed fitting to be sharing a shot of liquor deep down in the hull of a boat that he loved.

Steven Urquhart



Oh what an amazing man!

I remember sailing back from Tassie by myself and I pulled into a remote cove on an island in Bass Strait. And there's one boat sheltering from the storm about to hit. I go ashore in my zodiac and as I go past his boat out roars the Scotsman and says, 'Hey Ringrose, you can run but you can't hide!' We laughed for a few minutes and I said, 'What the hell are you doing here Scotty?' And he goes 'Same as you son.'

He invited us onboard for tea and I listened to some amazing adventures around the Prom and coast. He sure left a huge impression on my soul, what a man!

Tony Ringrose

When Scott could not complete a commitment to a fellow worker and friend, due to ill health he asked if I could ferry a bride and her father to the Newhaven Jetty for a marriage ceremony.

The tide at the jetty runs pretty strong at times, so we had a practice the day prior.

On the eventful day, Scott arrived hip flask in hand, ready for action; but there was no bride to be seen. As time went by Scott went down to the jetty to check the tide flow. Returning, he announced 'Should be okay.' When the bride and father arrived we were very late for the tide run. We ended up ungracefully at the Newhaven Jetty with Scott, bride and father of the bride, still holding their glasses of scotch.

On the ride back to the marina, after what I would call a disastrous delivery, Scott said, 'That went well, Cheers!'

Scott: Always generous and loyal, always true

Graham Biggs



VALE: STAN BROAD

Memories of Stan told to me by Jack Dunn

It is with sadness that I belatedly inform club members that Stan Broad, after a lengthy illness, passed away at the end of last year.

To find out more about Stan, I contacted Jack Dunn, a long time friend of Stan, and we met at the club for a chat.

These are some of Jack's memories of Stan and I apologise if there are any inaccuracies as my note taking is remedial.

Jack remembers Stan as a wonderful person and great work mate. Stan was a plumber and Jack was the sparky. They worked together on numerous projects not including club matters. Jack proudly told me that back in the 1970's, Stan was reconditioning numerous hot water system relief valves in homes locally. The numbers of faults started to become alarming high, so Stan began to investigate why this was so. He found that not only was the water full of tiny particles that clogged the valves, but also the pressure of water going into homes was too high. He gave these findings to the water board who eventually rectified the problems.

They both joined the Club in the 1970's and whenever possible, they volunteered their respective skills in the

building and maintenance of the club. Both families became very close once they all moved down here. However their interest on the water was different. Jack became interested in sailing and purchased a boat which is still in the marina today called Bumblebee, which until a couple of years ago, was still very active in the club's races.

Stan however became interested in fishing. Stan purchased a motor boat and was very active with the club's fishing competitions. Jack can not recall if Stan ever won any of the competitions, so we will leave it that Stan had a great time.

With a glimmer in his eye, Jack recalls the time when the two men had their boats in the marina. Remember this was very early days, and there were no utilities for the berths.

So Stan said to Jack

"I would like some electricity for my berth Jacky" and Jack replied

"I would like some fresh water at my berth Stanley"

So began the start of setting up power and water to the berths.

I'm sure that there are plenty more stories to regale about Stan Broad. I never met him and this is my loss.

Cheree Dyson

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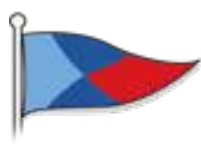
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CALENDAR OF SOCIAL EVENTS FOR 2018

- Saturday 11th 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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Helen on 0402 158 684 or Jan on 0408 053 703 or email admin@nys.org.au

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