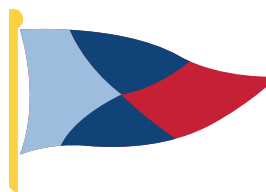


Summer 2019 Edition



# Newhaven Yacht Squadron QUARTERLY



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REMEMBER



TIDES FOR  
SAN REMO



NOTICES FOR  
MEMBERS



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## YOUR COMMITTEE

### Commodore

Andy Chappell -

email: commodore@nys.org.au

### Vice Commodore

Derrick Kershaw - 0425 402 774

email: vicecommodore@nys.org.au

### Rear Commodore

Chris Wilson - 0425 810 851

email: rearcommodore@nys.org.au

### Secretary

David Tonkin - 0412 422 667

email: secretary@nys.org.au

### Treasurer

Annalisa Elliot - 0438 307 843

email: treasurer@nys.org.au

### Social Secretary

Helen McCrimmon - 0402 158 684

email: social@nys.org.au

### Safety Supervisor

Scott Newman - 0415 903 342

email: safety@nys.org.au

### Boating Secretary

Robert Millard - 0418 565 467

boatsecretary@nys.org.au

### Communication & Promotion Officer

Stan Jackson - 0417 318 629

email: communicate@nys.org.au

### Training Officer

Cheree Dyson - 0400 440 470

email: training@nys.org.au

### Sailability Coordinator

Alen Garrett - 0429 417 552

email: sailability@nys.org.au

### Other Committee Members

## CONTACTS

### Yachting Western Port

Chris Wilson

### Auditor

Cardell Assurance & Audit

### Maintenance Yard

Glen Botterill - 0419 514 395

### Boatique Shop Sales

email: admin@nys.org.au

## MARINA BOOKINGS

### Casual Berths

Ray Frith - 0484 828 073

### Permanent Berth, Applications

email: admin@nys.org.au

## SUB-COMMITTEE MEMBERS

### Building

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

### Marina

Derrick Kershaw, Glen Botterill, George Reek, Gary Richards, Tom Rawlings,

Jeff Shawcroft, Ray Frith

### Social

Helen McCrimmon, Jan Bayliss, David Tonkin, Brenda Blackmore

### Boating

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

Gavin Russell, Scott Newman, Rowan Draper, Mark Szutta

### Safety & Training

Scott Newman, Cheree Dyson

### Magazine

Stan Jackson, Cheree Dyson

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**CONTENT DEADLINE FOR NEXT ISSUE IS APRIL 1st 2019**

## NYS QUARTERLY EDITOR

Stan Jackson - 0417 318 629

email: communicate@nys.org.au

### All correspondence to:

The Secretary, Newhaven Yacht Squadron

PO Box 309, San Remo Vic 3925

or email: admin@nys.org.au

NOTE: Mail can be left in the mail box in the committee room door on the lower deck

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



# COMMUNICATION & PROMOTIONS OFFICER'S REPORT



When I start the program that allows me to add to and edit the NYS website, it opens with a dashboard that provides statistics about the performance of the site. The website usually averages around 30 sessions (views) a day during the off-season, and around 40 during the boating season. The day the Winter magazine went out, it hit around 130; and the day

the Spring magazine went out, it hit 141; with the magazine page having 177 Page Views on that day. We also mail out approximately 100 magazines. It appears that our magazine is being read.

In this edition Commodore Andy provides some insight into the tasks undertaken by your Committee members; and Vice Commodore Derrick explains the disappearance of a long-time – and sometimes berated – marina icon, delivers an update on the marina maintenance work, and provides a report on the annual working bee. And unfortunately, again we find the need for our magazine to contain tributes to members who have recently passed away.

On a brighter note, what about Mark Bourke's whopper Mulloway catch on the front cover! Mark provides details further into the magazine. Well, all you fishos out there, are you going to let Mark have all the bragging rights?! I'm sure someone can challenge his accomplishment. Come on; send in some snaps of your fishing triumphs. And take a look at the smile on the little miss's face in Floating About. Doesn't that say it all?

Photos sent in by Rob Phillips take us back to the early 1960's and these strikingly reveal how much has physically changed at the club and around the locale. Also on the history theme, Peter Watson has presented an article on the Cape Schanck Lighthouse. This is the first of a series of articles on Victorian lighthouses that Peter will contribute.

Such (series of) articles can enlighten and inform us about common things around us of which we really have very little knowledge. For example, we boaties spend many hours on and below the sea and are inherently surrounded by the flora and fauna that exists within and around it. Personally, I have a reasonable knowledge of the birds in our area; but, not being a fisherman, have minimal familiarity with the local fishes. How many of us have more than a scant awareness about the plants in and around the bay? I would assume, not many. I assume there are members (or an acquaintance) who have special knowledge/interest in our local birds, or fish, or plants, or ..... who can help to increase our knowledge of such. I therefore invite members to contribute articles – or a series of articles – on a topic that they believe can expand our understanding of our wonderful location. Personally, I would love a series that introduces a non-fisher to the fishes in the bay and surrounds.

The article entitled, "Sailing by Seb. B" comes from a student from Newhaven Primary School reporting on one of the students' Sailability sessions. Their enthusiasm is quite noticeable throughout every session.

I sincerely thank all those who have taken the time to contribute to our magazine. Your items certainly make our magazine much more interesting to read.

As my boat sits at the mouth of the marina, I get to see the marina 'at work' – and it works well. I observe vessels of various shapes and sizes coming and going for a variety of purposes: fishing, diving, day and long-term cruising and sailing, racing .... I witness people leaving the marina with excited anticipation as they depart for an adventure (every time we go out, we have a new adventure); and I see people returning jovial and fulfilled with a day well spent. I see much comradery with never a shortage of helpers to assist a fellow boatie having e.g. technical or berthing issues.

I sometimes muse about how many people – members, their families, their guests – achieve enjoyable experiences via the Newhaven Yacht Squadron over the year. When I include those who attend our many fantastic social events, our Sailability program, and those community organisations who use our club rooms, I imagine a significant number.

What a valuable facility we all enjoy.

Happy and safe boating  
Stan Jackson



# COMMODORE'S REPORT



Dear NYS members, I trust that you have been enjoying the summer in our beautiful part of the world. I am now well into the second year of my term as Commodore of Newhaven Yacht Squadron and would like to give you an insight into the large volume of volunteer work your Committee puts in for you. They do this so we can all

enjoy our time boating and around the club - as have so many Committees of the past.

## ON WATER ACTIVITIES

This area is led by our Rear Commodore, Chris Wilson, with other Committee members being Boating Secretary Robert Millard, Training Officer Cheree Dyson and Sailability Co-ordinator Alen Garrett.

Most of these members are quite new in their roles and all are really injecting energy into our club. Certainly we all share the wish to lift the numbers in the club engaged in yachting and also hard work is under way to attract younger families to our club. The recent 'Kids Fishing in the Marina' day was a huge success. Also NYS is being acknowledged as having a strong social conscience through our work with charity groups.

Whilst the interest in fishing competitions has dropped away we see a growing take up of 'motor boaters' in the area of arranged cruises such as the around French Island cruises.

The On Water activities are supported by our Boating Sub-Committee – a large and strong volunteer group who feed in ideas and help make things happen.

## MEMBER CONNECTION

Over recent times more and more members are realising what a great asset our club rooms are. North facing, with an incredible water view looking over the boats in the marina; you would be challenged to find a more attractive location to come for a visit or a function with friends. All members are welcome to sign in friends at any time. In particular, starting at 6:00 p.m. every Saturday, there is normally a casual get together for those who would like to pop in.

Our Social Secretary, Helen McCrimmon, and her sub-committee have done a marvellous job in continually producing various social events, and our club has greatly benefitted from this.

We strive to communicate as well as we can with existing members and also to attract new members. Our Communications and Promotions Officer, Stan Jackson, has provided a new focus here and is developing a series of social media strategies. Cheree Dyson assists here with the production of the popular NYS magazine.

## MARINA AND BUILDINGS MANAGEMENT

NYS is the custodian of the only marina on Phillip Island, and a myriad of processes are needed to keep the marina

operational. Our Vice Commodore, Derrick Kershaw, carries this responsibility for us, with a major project right now to desilt the marina, which has taken a huge amount of research and advocacy. As a part of this the Marina Sub-Committee meets regularly to consider pressing matters. On the buildings side, the Building Sub-Committee assists Derrick and is busy looking at renovating the lower club room area and a range of maintenance needs.

Our Safety Officer Scott Newman spends most of his time on marina safety matters but also looks across the NYS organisation as needed.

## GOVERNANCE AND ADMINISTRATION

As you can see above a lot is happening around the club at any time, and as a not for profit organisation operating under a lease from the Crown we must ensure that our governance and administration is top class.

Many hours are spent by our Secretary, David Tonkin, and Treasurer, Annalisa Elliot, usually out of the 'limelight', and often handling some difficult matters for us.

I am pleased to report that NYS continues to be very well managed and with strong financial controls.

So there it is, my view on our club: a club with a long community-based history that has provided members with pleasure for decades, with thanks to those who have served on NYS Committees over time.

Andy Chappell  
Commodore

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## VALE: CRAIG BEGBIE



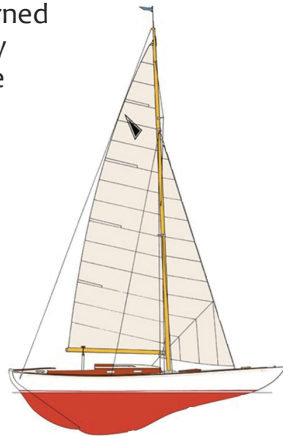
I met Craig on Phillip Island around September 2009. I was looking for carpentry work and spotted an advertisement "Carpenter Wanted". I met Craig on the job, and we worked side by side for a couple of days in Cape Woolamai. Craig had recently moved from Melbourne to be near his son, Jack, who had purchased a house in Cape Woolamai. He spent many happy times with

Jack and his grandchildren in those days. The job was for one of Craig's clients. He had many repeat clients as his construction work was always impeccable - he was a perfectionist.

Almost straightaway the chat turned to sailing! Craig was an extremely keen sailor! I heard stories of the "Tum", Tumlaren, a traditional timber yacht Craig owned and raced at Williamstown.

<http://classicyachtinfo.com/yclass/tumlare-or-tumlaren/>

He kept her on a mooring around there and sailed her on and off the mooring with no motor. So when I introduced Craig to NYS he was interested to learn we needed motors in our yachts!



The "Tum"

Around this time I was in the process of buying a yacht in Williamstown. 'Kara Kara' was at 'Royals', just near Craig's Club "Hobos". So some nights partying in Williamstown "just happened". Craig loved to party and socialize. Craig had friends from all walks of life, so many friends, I was astounded!

Craig spent much of his working life at Channel 10 working as a TV producer, so his organizational skills were high.

I needed to bring Kara Kara to NYS. Craig knew this and offered to help sail her around from Willy. I didn't have to ask him, he knew I needed help and just did it! After a day sail from Willy, we approached Queenscliff. We talked about the option of continuing on, as we had good conditions in The Rip, and the following morning's forecast was for heavier conditions. After a call to the Tower, off we went. We had some rain and windward motor sailing through the night and arrived at NYS at around 2.30 am, after 18 hrs non-stop motor sail. Not one complaint from Craig! We arrived at NYS in fog and mist.

I was fortunate enough to meet both Craig's children, Skye and Jack, and subsequently his grandkids from both of them. Craig loved spending time with his family!

Craig settled in on the Island and Joined NYS. He helped me race Kara Kara in those days with his long-time friend, Mick. We had great success and fun. Craig taught me a lot about racing in those days.

Craig sold his beloved Tumlaren, as he was spending more time on the Island, and couldn't devote as much time to the yacht's upkeep. But soon, not owning his own sailing vessel started to get to him!

And so began his search for a yacht to keep at NYS and his subsequent purchase of "Twice Five", a North Shore 33. Craig asked me to come with him to Tassie to inspect her in Hobart. That was an adventure in itself, with side trips and local yacht club visits. Craig made friends wherever he went.

He sailed her back to Victoria with a couple of old friends from "Hobos", then began the racing campaign with Twice Five. He had huge success and was awarded Club Champion at NYS as well as winning numerous other races. He was a great sailor and Twice Five was under control!! Later when very sick, Craig still put his hand up to do the Rear Commodore's job. He did this until he physically couldn't do it anymore.

Even when extremely ill, Craig would work on Twice Five, preparing her for a cruising life "up to Lizard Island". Unfortunately, this trip was not to be, as time ran out. Craig was taken away from his family and many friends way too early!

See you in the next race mate, no doubt you will be on starboard and I will be on port. But that's just life!!!

Jim McWilliam



Craig on the foredeck after setting us up for a win in the Around Phillip Island Race →



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## REAR COMMODORE REPORT

Hi all,

Well so far so good with the aggregate series, with only the first race of the season cancelled due to a gale wind warning. And on that note, just a reminder to all competitors for any upcoming racing to keep an eye on your email for any cancellations due to weather, or for any updates to sailing instructions, particularly for triangular series entries and finishing procedures, etc.

It has been great so far, getting four out of five aggregate races, Round the Island, Single Hander, Commodore's Cup, and the first Triangular series race.

Kara Kara is sailing well with some nice wins, Single Hander, and the Round the Island race; whilst Bumblebee is also putting some pressure on with a great win in the Commodore's Cup and Aggregate Four.

Another great effort worth a mention is Joalda getting on the podium in nearly all of the racing which has been great to see - good work guys. And it's been just a great effort to all of the other yachts competing, and keeping the pressure on the fleet.

On another note, we have had a couple of yachts competing in one or two races. It would be fantastic and I would like to encourage those boats to continue to race, and to continue to compete in the seasons sailing.

I would also like to extend a welcome to any other boats who may be thinking about racing. It is a fantastic way to sharpen up your sailing, boat handling, and also learning about our infamous tidal flows and how to use it to your advantage.

Anyway, great sailing and hope to see you all at Aggregate Six.

Chris Wilson.



## Welcome Aboard!

Barry & Veronica Williams

Butch & Eileen West

Paul Young

Gordon Campbell

Justin Phillips

Grant and Jacinta Krueger

Allen & Dorothy Sherlock

Joel Gardiner

Diego Menegalli

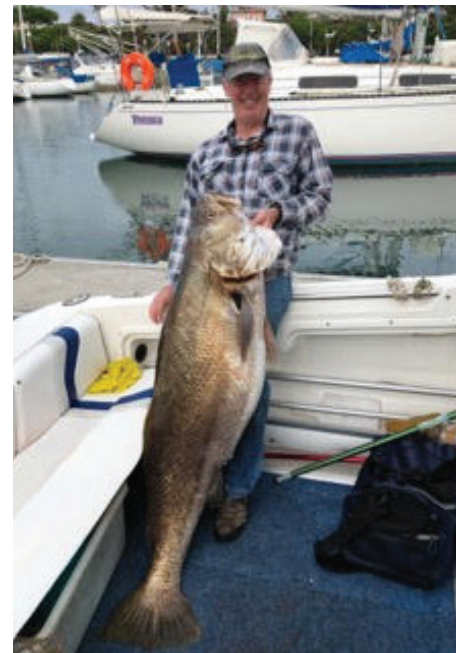
Stuart & Joyce Garner

Peter & Adrienne Anglin

Sam & Elouise Gillespie

## WHOPPER MULLOWAY

This photo may be of interest to fisherman in the Club. It is a 38kg (85lb), 1.6m long Mulloway that was caught near the Corals and certainly a fish of a lifetime for me. Embarrassingly, it was caught on the morning of 11 November during the Squadron's working bee - which I had completely forgotten about. It created great interest from Squadron members doing various jobs around the area as it was wheeled past them on one of the Squadron's trolleys to get to the cleaning table near the jetty. Glenn Botterill helped by zipping home to retrieve some old scales big enough to weigh this very memorable and extraordinary fish.



Thanks, and regards  
Mark Bourke

*(And thank you for the contribution, Mark)*

# SAILABILITY COORDINATOR REPORT

This report shows the broad description of Sailability: providing an opportunity for participants to enjoy a boating experience. At Newhaven Yacht Squadron this encompasses ages from 5 years to 95 years. All involved enjoyed their chance to participate and make good use of the resources provided by our members.

## Golden Oldies

This annual event was enjoyed by all participants. It did not matter that the strong, hot north wind prevented us from sailing. We had opportunities to meet up with friends, to chat and reminisce. Our older members have a wealth of knowledge and experience. Late in the afternoon the wind subsided to allow us to go boating. Tom Rawlings took 5 of us on a 50 km/hr sprint down to the quarry and back to the top light. The fastest trip any of us had ever made.

The Social Sub-committee put on a magnificent meal. Thanks to Helen and Jan for organising this and for all our wonderful cooks who contributed. We all enjoyed each other's company; and the oldies and helpers appreciated the support given to this event by our club.

This year our numbers were down to 30 on the day. We had many boats, power and sail, on standby that were not needed due to the high winds. This event has potential to develop further as it is a positive enterprise for Newhaven Yacht Squadron. We are looking forward to next year and hope we can develop this program further.

## Social Inclusion Day, Young Adult Sailability

For the second year we have had to cancel the Social Inclusion Day due to high winds and rain. This was one of the 8 events our volunteers were providing in Term 4 last year and there was not the time or energy to plan an alternative day.

Over the last 12 months we have concentrated on developing the dinghy aspect of our Sailability Program. The Young Adult Program would benefit from a second team taking it over with additional volunteers. It would be great to have two programs running alongside each other, a position we will eventually reach. A volunteer to lead this would be most welcome and would be given great support from our club.

## Dinghy Sailability

Students from Newhaven Primary School are making great progress learning to sail. Our Sailability Dinghies are very helpful in teaching how to sail. The students have become a little better in the theory of sailing than expected, because two of our sailing days have been too windy to sail. They have learned about: parts of the boat, weather forecasting, boating knots, reading information from charts, rigging boats and they have toured the marina and have been invited onto some of our larger yachts and power boats.

Students from Bass Coast Specialist School have continued their Sailability Program started at the beginning of this year. They are quite accomplished at fitting their life-jackets, rigging the boats and launching the RIB. We expect

to continue with this group next year and hope to reach a stage where students can accomplish a solo sail in a dinghy.

## Kids Sailing

To provide the opportunity for young people to learn to sail we offered 'Kids Sailing' in the Sailability Dinghies over the Christmas holidays. The dates were promoted in our Quarterly magazine, on our website, and notices were sent home from our local Primary Schools. Our first day had 6 participants. It was one of those magic days with a steady 12 knot south breeze. All showed proficiency in steering the dinghies and one participant achieved their first solo sail.

We are enjoying maximising the use of our Sailability resources to provide the opportunity for all to have a go at sailing. Hopefully some of the participants will soon enjoy sailing and boating as much as we do. We are looking for the option to expand this program to include adults.

The other Kids Sailing times were well attended and the weather was most cooperative. We had a total of 11 kids sailing - along with their parents attending - over the school holidays. We are most grateful to our volunteers who make these programs possible: Cheree, Derrick, Stan, Tom, Murray, Gavin, Alen, Denise, Rowan, Jeff, Ray and Mary. Also, we have other volunteers keen to assist.





### Kids Fishing in the Marina

We had a most enjoyable morning with Kids Fishing in the Marina. This annual event was again fortunate to have Rowan Draper providing the fishing expertise for our young anglers. With Rowan's patient guidance we caught a variety of fish: Australian salmon, Trevally, Toady and Mullet. Mary Brown was our safety lookout, always ready to prevent a dunking and prepared for the rescue if needed. We had a great sausage sizzle, cooked by some of the older kids, and Derrick did a marvellous clean up afterwards. We had 18 kids fishing from 9 different families - a great club event.



### First Term, 2019

We are looking forward to continuing our Dinghy Sailability in the first months of 2019. The dates listed in the calendar of events are still to be finalised once school goes back. I hope we can find a date for marina-based boats - including fishing - with the Young Adult groups.

Lots to do. If you want to be included in the Sailability email mail - out please contact me.

Alen Garrett  
NYS Sailability Coordinator  
Email: [sailability@nys.org.au](mailto:sailability@nys.org.au)  
Phone: 0429417552

## NYS GUIDELINES FOR USING THE SAILABILITY DINGHIES

- The Sailability Coordinator will manage the Sailability Dinghies.
- The dinghies are only equipped for supervised sailing; the use of the dinghies requires an appropriately crewed patrol boat to supervise the activity.
- The Sailability Dinghies can be used for:
  1. Sailability Programs.
  2. To help implement the NYS Youth Policy
  3. Sail training.
- The RIB is to be used to patrol Sailability Programs, Sail Training and NYS events. The Rear Commodore along with the Sailability Coordinator can sanction the use of this RIB and the Club Boat.
- We now have NYS Dinghy Sailability Dinghy Instructors who can oversee the safe and proper use of the dinghies.
- These dinghies are best used at high tide.
- To implement our Youth Policy a list of high tide dates over December/January has been published on our website and at local Primary Schools. Parents are invited to register their interest for their 'kids' to participate in this sailing program. They will be notified of the exact date once the weather is 'known'.
- Similar 'kids sailing' opportunities can be arranged with the Sailability Coordinator.
- Consideration is being given to similar Adult Sail Training.

Prepared by Alen Garret  
Discussed at the Boating Sub-committee meeting of 8/12/18; accepted by NYS Committee on 11/1/2019

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# VICE COMMODORE'S REPORT



Our Working Bee was a great success thanks to those members who attended and worked hard. I have deliberately not named individuals as everyone put in, though some certainly got dirtier than others as can be seen in some of the photos. Our club and marina were spruced up for our Open Day which followed a couple of weeks later. This year we were

pleased to have 52 turn up which is a big improvement on 2017 when we had only 34. Apart from the usual cleaning and maintenance jobs we managed a number of extra ones. Tide gauges were repainted, the broken electricity supply to the driveway lights was fixed, a design for a pontoon to repair the centre arm fingers was drawn up and rust was removed from the steel piles on the centre arm.

You will have noticed that the large cypress tree near the upper level car park has been removed by council contractors after an inspection by an arborist. This was necessary as its roots were causing damage to our driveway retaining wall as shown in the photo. A rumour that it was removed after birds in the tree were leaving messages on members' cars parked in its shade is untrue.

Our previous Safety Officer, Peter Gratton, and I have prepared an Emergency Management Response Plan for our club. It is a generic one covering various emergencies. This was instigated some time ago following serious fires in marinas in Port Phillip and on the Murray River. With the help of Rick McKay from the San Remo CFA we identified some improvements to our existing fire emergency procedures.

It has been learnt that if a boat is on fire it is better to remove the ones alongside rather than cutting loose the burning one. I believe that Napoleon used the latter strategy during his sea battles. Our plan has been given to all emergency services and copies are displayed in the clubrooms and it is on the NYS website (go to FACILITIES -> CLUBHOUSE -> EMERGENCY MANAGEMENT RESPONSE PLAN). In the future we will conduct an exercise and a display by the CFA. My thanks to those involved and to George Reek for his drawings.

Maintenance to our marina continues. All but 5 of the steel piles have now

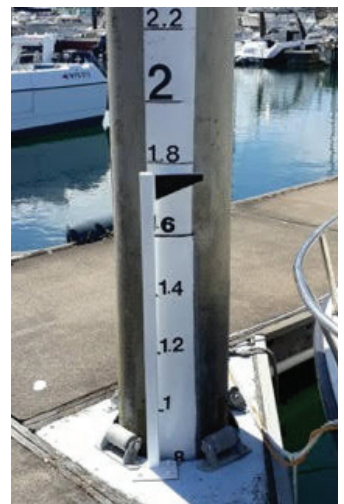
been de-rusted and coated. A pontoon is being built to support the fingers, for when we fix their worn connections to the centre arm walkway.

Jeff Shawcroft and I recently attended a dredging company's factory in Moorabbin and discussed our plan for maintenance dredging. We have received approval from the Bass Coast Shire Council for the project and our application to dredge is before the Department of Environment, Land, Water and Planning.

Recently, an audit of boats in the marina identified a number of issues such as unused and unseaworthy boats, inadequate dock lines, loose halyards, etc. Berth holders have been sent letters and hopefully will rectify any deficiencies during the Christmas/New Year holiday season. A follow up audit will be repeated in February to see if this was so.

Your committee has authorised the installation of emergency ladders in the north arm, similar to those already fitted to the end of some fingers on the centre and south arms. Des Funslow had them manufactured and has fitted them. We will ascertain how to better identify their locations as they are not alongside a pile displaying a red cone as is the case on the centre and south arms. More in the next magazine.

Happy and Safe Boating





# CALENDAR OF SOCIAL EVENTS FOR 2019

Every Saturday night there will be happy hour at the club – bar opens at 6pm BYO nibbles

Saturday 9 <sup>th</sup> March	BBQ – Sausages, rissoles, chicken and vegie burgers with salads and dessert - \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 13 <sup>th</sup> April	Spit roast with spuds and salad with yummy desserts - \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 20 <sup>th</sup> April	Easter Saturday Annual Easter Egg Hunt – followed by a free sausage sizzle. Further details to come.
Saturday 11 <sup>th</sup> May	Italian night – Pizza, pasta and desserts - \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 8 <sup>th</sup> June	Casserole night – variety of casseroles to suit every taste followed by desserts. \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 13 <sup>th</sup> July	MID YEAR FUNCTION – TBA
Saturday 10 <sup>th</sup> August	Variety of Soup and Rolls (and a sweet) \$15.00pp. Bar opens at 6pm – food from 6.30pm
Saturday 14 <sup>th</sup> September	Trivia Night – BYO food – details to come.



**Please SMS, email or phone in your attendance so we can cater for numbers**

**Helen on 0402 158 684 or Jan on 0408 053 703 or email [admin@nys.org.au](mailto:admin@nys.org.au)**

## THEFT ALERT

A reminder to members in our marina to secure rods and other equipment left in their boats. Over the Australia Day weekend three boats on the north arm were broken into and a large amount of fishing gear and plotters were stolen. It would seem that thieves have been targeting marinas in the area of Hastings during the Christmas holiday period.

We will attempt to improve our security and fit sharp barriers around the north gate and install cameras with suitable recording facilities.

In the interim keep a lookout and secure your gear.



## THE OLD DAYS

Rob Phillips sent in some snaps taken in the early 1960's. Some of the photos include the Cherub Nationals, "... if I remember correctly." As Rob stated, "How things have changed". I thank Rob for his contribution – a fantastic reflection. If you have any historical photos – or stories, we'd love to see/read them.

Look closely at the photos:

- Shot of the San Remo jetty: what's missing in the background; from where was the photo taken?
- Close-up of the dinghies: noticeably fewer houses in San Remo
- Shot of the convertible: what make is it? Love the wooden structure in the background – but don't think it would pass regulations today



## SAFETY OFFICER'S REPORT

Hello Members,

I would like to introduce myself as the New Safety Officer for the Club. I have moved into the position vacated by Peter Gratton in the last month. I would like to thank Peter very much for his contribution to the club as the outgoing Safety Officer and wish him all the best in the future. I have just moved into the position so this will be brief. Marina Emergency Ladder Signage – there will be new signage appearing on the walkways to identify the exact locations of the ladders should they need to be used in an emergency for exit of the water effectively. Reflective tape will also be added for assistance at night.

**No Smoking** – The safe boat harbour has been designated a NO SMOKING zone and signage will be put up soon to that effect.

**Flares** – On a recent audit of a number of vessels it was noted that the flares were out of date and or not stored appropriately. A grab bag with flares and



essential items should be stored handy to the cockpit or within easy reach should your vessel start taking on water and you need to exit quickly.

**Life jackets** – A timely reminder to have your inflatable PFD serviced as required and tested when needed. It's only a life jacket if you're wearing it."

On a recent walk around of the Marina it was noted that a number of boats are encroaching onto the walkways. For the safety of all marina users please ensure that your boat is moored within its pen, and not overhang onto the walkway.

Members please take care and if you have any concerns or identify a hazard please make contact so that it can be addressed.

Scott Newman  
0415 903342  
email: [safety@nys.org.au](mailto:safety@nys.org.au)



## VALE: GEOFF OWEN



22/8/1929 - 12/12/2018

At Sandringham Yacht Club in the early 1950's I was a junior when I began sailing with Geoffrey on his 22 foot Bluebird called "Hiawatha", a plywood keel boat design promoted by "Seacraft" magazine. Geoffrey had built this yacht while he was an apprentice cabinet maker. We raced it and cruised all over Port Phillip with no motor! But only half the yachts

in Sandy had motors in those days. There was no marina – all swing moorings inside the recently-completed harbour wall. There was no boat longer than 30 feet. They had cotton sails; cotton or manila rope; galvanised steel rigging; bronze and brass fittings.

Geoff, for a time, worked as a shipwright at the Savage Boatyard, Williamstown, before building boats of his own in his backyard at Moonee Ponds. These were 30 feet (9 metre) narrow-gutted ply hull with a fin keel called "Black Soo", the name taken from a very successful Fastnet Yacht of this design. Geoff built at least 4 that sailed at Sandy, and there were possibly 3 for people in New South Wales.

In 1966 Geoff's "Soo Canopus" won the inaugural Queenscliff – Port Lincoln race – an outstanding feat considering the race was abandoned 4 years later because of the extreme weather.

In 1967 Geoff joined the Education Department teaching Woodwork and Building Studies at Footscray High School, Footscray Technical School, Brunswick, Leongatha, and Newport TAFE. While at Brunswick Technical School Geoff built sailing dinghies for the school's camp at Lake Eppalock.

He crewed in several Sydney – Hobarts on "Romava", from Brighton.

My favourite memory was Geoff standing on our deck at Newhaven taking a deep breath and saying, "Moonee Ponds never smelt like this!".

Ray Frith

I had an enduring bond with Geoff; he had known my father. They were both members of Sandringham Yacht Club; Dad was about 10 years older than Geoff. They had both built their own yachts. They were of the 'Old School' where they made everything for their yachts including fittings, and in some cases sails. They sailed before



electronic instruments and radios and even tell-tales to help set sails to maximum effect.

I enjoyed listening to Geoff's stories of his sailing adventures. I was enchanted hearing about him exploring Port Phillip and Bass Strait. I took particular note of the anchorages he had discovered in the Hogan Islands. Most cruisers just see the Hogan Islands as a pile of rocks to be avoided on the way to Deal Island. Geoff had found them to be an interesting anchorage and a good half way resting place. We have lost another connection to the great days of 'seat of your pants' sailing.

Rest easy now Geoff.

Alen Garrett

The year was 1960; the place was Sandringham Yacht Club; and the cast of characters included one Geoffrey Owen.

I was a 10 year old cadet member and my brother, my senior by 5 years, was crewing on a "Black Soo" class yacht - a 30 foot Vanderstat design with no motor and no home comforts.

This yacht had been built by Geoff but had been passed on to a new owner. Geoff had built a new boat, and this was racing in the fleet. These boats were remarkable performers and gave the bigger and more expensive boats some serious competition, much to the annoyance of the Sandringham Silvertails. This, I am sure, gave Geoff great satisfaction, as he certainly did not fit into the Silvertail category.

The fact that these vessels sailed in some very long ocean races not only demonstrates the seaworthiness of the design, but also the competence of those skippers who sailed them. I doubt if we would see this happening today.

There is no doubt that Geoffrey and his cast of characters had a big influence on this you cadet (not so young now); and right up until the night before he passed away, he continued to entertain with his stories.

Geoff, keep on sailing into the sunset and thanks for the privilege of being a friend.

Jeff Shawcroft



## Sailing By Seb B.

We left the school and walked down to the Newhaven sailing club. Then we had a run-down of the boats from the instructors and then we were fitted into our lifejackets. Then we got taught how to put the keel in the dinghies, and learnt that it was to hold the boat stable when sailing.

Then we got in the boats and there were only four people because there were only four boats on the pier boats at first, and I was one of the first kids to sail out from the docks into the Westernport Bay. Mr Bush and some other kids were in the safety craft following us the whole time making sure we were safe.

My sailing instructor taught me how to use the mainsheet and the jib sheets on the sides of the boat. Towards the end of the lesson I was able to sail the boat myself. All up I sailed three boats, the orange, purple and green boats. But my favourite boat was the purple one.



Newhaven Yacht Squadron Sailability Program 2018





# LIGHTHOUSES OF VICTORIA: CAPE SCHANCK LIGHTHOUSE

As shipping traffic into Melbourne increased along the coast of the Mornington Peninsular between Western Port and Port Phillip Bay, there was a high incidence of shipwrecks. So, in 1841 a committee was formed to find the best location for a new lighthouse. Cape Schanck was chosen for its location and high cliffs. 18 years later the first stone was laid and Cape Schanck Lighthouse became operational in 1859.



The lighthouse was constructed using limestone blocks with a decorative bracketed gallery, rock face base course, tapered window and door openings and rare stone spiral stair case (one of only three pre-dating 1863 surviving lighthouses with a stone stair).

The lighthouse stands just 21 metres (69ft) high and has been put on an 80-metre cliff, the focal plain of the light is 100 metres (330ft) above sea level.

Due to its powerful lantern of one million candela and a first order Fresnel lens, the range of the beacon is 26 nautical miles over the shipping lanes of Bass Strait.

The Keepers Quarters, that had been used for visitor accommodation till recently, was built using the same

limestone construction and provides a unique glimpse into the history of lighthouse life in a remote and dramatic natural setting.

In the early days of the mid 1800's it took three families to look after the light, and fraternisation was frowned upon, according to some sources. Food supplies were brought in for the three families via sea, but Cape Schanck lighthouse keepers were lucky enough to also have local farmers in their area for supplies.

The light starts beaming at dusk and works now on sensors and mains electricity, with a back up generator. The Australian Maritime Safety Authority considers the Cape Schanck lighthouse to be the most original under their jurisdiction.



The original clockwork mechanism is still in place, though the light is now turned by an electric motor. The character code or signature code for the Cape Schanck light is Morse code letter "N". This Morse code is unique to the Cape Schanck lighthouse.

Peter Watson

## Newhaven Yacht Squadron Keel Boat Race Calendar

Date	High Tide	Low Tide	Event	Briefing	Start	OOD
May 2019			NYS Winter Races 2019			
Saturday 4	1224-2.58	1819-1.18	Winter Race 1	1200	1300	Ray Frith
Saturday 18	1208-2.9	1753-1.00	Winter Race 2	1200	1300	Guy Kerr
June 2019						
Saturday 22	1629-2.95	2227-0.9	Winter Race 3	1200	1300	Peter Butenhuis
July 2019						
Saturday 20	1530-2.87	2127-0.9	Winter Race 4	1200	1300	Kevin Holt
August 2019						
Saturday 3	1435-3.00	2023-0.82	Winter Race 5	1200	1300	Jim McWilliam
Saturday 17	1425-2.7	2023-0.82	Winter Race 6	1200	1300	Ken Stuchbury
September 2019						
Saturday 14	1305-2.5	1911-1.09	Winter Series Resail	1200	1300	

## FLOATING ABOUT



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## FLOATING ABOUT





## AT THE WORKING BEE

