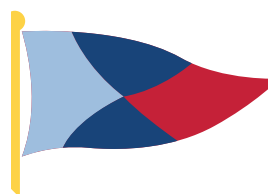


Spring 2019 Edition



Newhaven Yacht Squadron QUARTERLY



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DATES TO
REMEMBER



TIDES FOR
SAN REMO



NOTICES FOR
MEMBERS



BERTH
WAITING LIST



SCHEDULE
OF FEES

YOUR COMMITTEE

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Training Officer

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Sailability Coordinator

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Other Committee Member

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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

Finance

Annalisa Elliot, Noel Street, David Tonkin, Peter Buitenhuis, Tim Patkin, Alan Adamson,
Robert Burnham

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, Matt Draper, Mark Szutta, Jim McWilliam, Sharon Van
Lunteren

Safety & Training

Scott Newman, Robert Millard

Child Safety Officers

Stan Jackson, Mary Brown

Magazine

Stan Jackson

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CONTENT DEADLINE FOR NEXT ISSUE IS JANUARY 1st 2020

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CHRIS WILSON
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SECRETARY



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TREASURER



HELLEN McCRIMMON
SOCIAL SECRETARY



SCOTT NEWMAN
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JOHN BARAGWANATH
BOATING SECRETARY



STAN JACKSON
COMMUNICATION & PROMOTION OFFICER



ROBERT MILLARD
TRAINING OFFICER



ALEN GARRETT
SAILABILITY COORDINATOR



MARK SZUTTA
OTHER MEMBER

COMMUNICATION & PROMOTIONS OFFICER'S REPORT



Welcome to the Spring edition of the Newhaven Yacht Squadron's magazine, the Quarterly.

Spring edition!?!?! A misnomer, I think. Maybe this edition should be titled the "Winter, Part 2" edition. What disgusting spring weather we've had! But it has improved over

recent weeks – so maybe winter has finally disappeared, and the beautiful summer weather is just around the corner....

Spring is traditionally a busy time for NYS. We undertake some important annual events: our AGM, working bee, and Opening Day. This year Commodore Peter is also taking us through a future planning process. This has involved an email survey and a dedicated meeting day at the clubhouse for members to contribute their thoughts about how they would like to see the club in the future. The Committee will now develop a plan from the information provided. Peter will keep members informed about the plan's progress.

One good idea that was raised during the planning day was to compile a group email / text message system for people interested in cruising. The concept is that people who wish to, join a "Cruising Group" and if a member of the group is planning to cruise (could just be an over-nighter or a few days/weeks), they 'put it out there' seeking other members of the group who are interested in joining the cruise. The members would be skippers of sailing and motor boats; and could include people who don't have a boat but would like to come along for the experience. If you are interested in joining this group, please send me an email or give me a phone call. My details are inside the front cover of this magazine.

The working bee was an outstanding success with 65 members participating. Well done to Vice Commodore Derrick for organising and overseeing this big day. Derrick will comment on the day in his next report.

As well as the maintenance and improvements cited by Derrick in his report in this magazine, we have also improved our security with the addition of more security cameras around the marina and clubhouse. Along with this, the webcam was upgraded. Unfortunately, I was informed that some members were unable to access the webcam after the upgrade. After some research, I think we have discovered the reason for this; and hopefully, this will be rectified in the near future.

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 again for the summer season (1 December to 1

February). 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 on our website 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.

Craig, from Jim's Bait & Tackle, is now sending me his weekly fishing reports to put on our website. Craig's reports are quite comprehensive. If you are a Western Port fisherman, I suggest you get onto our website and have a read. In October Craig sent me the following email: "With the state wide ban on light weight plastic bags coming into effect for all retailers on the 1st of November, this edition of the magazine could be the perfect opportunity to make mention to all boaters to correctly dispose of their rubbish, especially plastic". I'm sure all mariners – enjoying the best that mother nature can offer – will do the right thing to protect and preserve what we have.

If you have a fibreglass boat with an outboard motor hanging over the transom, in our Maintenance Question section Dave Thorogood highlights an issue that can be very costly if it occurs. Thanks for the warning, Dave. And again, I thank all contributors to our magazine and continue to look forward to more articles from members. Please note that if you are sending me photos from your phone, send them as actual size – they should preferably be about 1 megabyte in size.

The front cover shows a sample of the delicious food we are treated to at our Second Saturday of the Month Dinners. Tom, Helen, Jan, the other members of the Social Subcommittee – and the many helpers – provide us with outstanding delicacies and entertainment every month. Another hard-working and productive subcommittee. I again remind you that the Summer magazine will have a focus on children's boating activities. I would like members to provide e.g. articles/photographs depicting their children/grandchildren involved in boating/fishing activities; children's own accounts of these; children's ideas on how the Squadron might cater better for them; or anything else with a focus on young people and boating. It is now time to start taking photos and compiling these articles so that we can share how much our kids are a part of – and love – boating.

Happy and safe boating

Stan Jackson | Communication & Promotion Officer



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COMMODORE'S REPORT



Here we are already approaching summer, how quickly the year is flying by. Since my last report we have held our AGM on 12 October. It was a successful day, although we almost didn't have a quorum of members present, however with a quick ring around we

made the numbers. We need to have 10% of full members for a quorum for an AGM or Special General Meeting. The new Committee was elected with all nominations unopposed. The members of the Committee are as follows: Derrick Kershaw - Vice Commodore, Chris Wilson - Rear Commodore, David Tonkin - Secretary, Annalisa Elliot - Treasurer, Tom Rawlings - Social Secretary, Scott Newman - Safety Supervisor, Robert Millard - Training Officer, John Baragawanath - Boating Secretary, Alen Garrett - Sailability Coordinator, Stan Jackson - Communication & Promotion Officer, Nick Blackmore - Other Member, and myself as Commodore. It is a big responsibility to take on these positions and as you know all these people are volunteers, so it is a big commitment. I welcome the members of the Committee and feel that we have a very strong management team looking after the affairs of the club. After the business of the AGM was concluded we had an open session for members to bring up any issues that they wanted to discuss, followed by a happy hour on the Commodore. The day ended with a very successful dinner organised by the Social Subcommittee.

In my last article I wrote about our financial position and future expenses. With the help of Annalisa Elliot and Marcus Bond we now have developed a set of figures giving us a very good idea of our financial position going forward, allowing for major projects like the future expense of the refurbishment of the marina, etc. I am pleased with the outcome and it shows that with proper management we will be in good shape for future commitments.

On November 10 we had a Future Directions planning day; this is a flow-on from a similar day we held in 2016. This was an important day where we had a good look at the club to make certain that our direction and activities provide the outcomes that secure the future of the club. After looking at the opportunities and issues affecting the future, we can now write a 5 to 10-year plan which will assist future Committees and give the club a long-term plan rather than short-term decision processes. This is important as the Committee members are elected for 2-year terms and with a good plan and strategy for the club as Committee

members change, they will have a business plan that follows on from one group of management to the next. The plan will also allow for any major projects and with our financial forecasts now in place we have a good idea of what is possible and what is not, financially. We invited members to participate in this planning day and we gained some very positive outcomes and some good direction for future planning.

I also sent out a questionnaire to all members and we have had some excellent comments. We are hoping to have more members become more involved and active in the club. Our club is run by volunteers, it has been this way since the beginning in the 1960's and it is one of the reasons we have such a fantastic and affordable club. The club has changed over time with boats becoming bigger, more motorboats and less sailing boats, and our membership is aging with fewer younger members joining the club. We have made some efforts to encourage young people to become involved in sailing through our Sailability and dinghy sailing programs. We do need younger families joining in the club activities as they are our future.

I am excited by all the prospects of our wonderful club, I would like to see more cruising activity, motorboats and sail boats getting together and enjoying boating as a combined activity. We also have members with fantastic boating skills and others just learning; let's share these skills - that's how we learn. Our social events have been fantastic over the last couple of years and we are seeing more members joining in these events, which is great. Opening Day was a great day, and it was good to see more motorboats get involved in the sail-past to open the boating season.

Robert is our new Training Officer and he is very keen to have more training for members so that they become more proficient and more confident on the water and with their boats. With safety, Scott will be happy to look at your boat and make certain it is up to spec with the safety rules and regulations.

I Look forward to seeing you around the club, enjoy your club and your boats and make the best out being a member of NYS. Most of all keep safe and make certain you prepare well before going out on the water.

Peter Buitenhuys | NYS Commodore

CALENDAR OF SOCIAL EVENTS

Saturday 14th December 2019

Christmas Dinner & Dancing
More information to be advised.

Tuesday 31st December 2019

New Year's Eve at the Club
\$15 a head for the Backdated band
Bar will be open, BYO food

January/February 2020

Every Saturday night will be BYO BBQ and salads to share
and Happy Hour at the Club - bar opens 6pm, BYO nibbles

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

Helen | 0402 158 684

Jan | 0408 053 703

or

email admin@nys.org.au

NEWHAVEN YACHT SQUADRON CORE VALUES

- Maintain a friendly, family-orientated environment that fosters and encourages mateship among all members
- Offer affordable, quality facilities in order to make sailing and motor boating accessible to a wide cross section of the community
- Regularly provide both competitive and social boating activities that appeal to the interests of a diverse range of members
- Conduct popular and fun-loving social activities to encourage the interaction between members and their guests
- Introduce young people and new members, without boating or fishing experience, to the sports of sailing and fishing
- Provide training to all members to enhance their general boating knowledge, skills and safety
- Act with integrity in all matters
- Be a good neighbour and member of the local community



REAR COMMODORE'S REPORT



Sue Padgett has made a significant contribution to our boating at Newhaven Yacht Squadron. Sue has now moved to live in Geelong. I have briefly described her farewell in this Quarterly. At her farewell we were able to recall the many tasks that she completed, and we are still discovering more.

Radio Operator Roster

Sue has been our main Radio Operator for boating events. This role has a significant part in our Effective Rescue Procedure. This role is being written up as Radio Operators Guidelines and will incorporate the aspects that Sue refined. VHF radio communications are still the most effective way of monitoring and providing safety support during club boating activities. Mobile phones have their place in seeking assistance for individuals. The Boating Subcommittee is establishing a roster for members to be Radio Operators for club events. Please contact me if you are interested in assisting on this roster.

Fun Regatta

This is planned to be a fun event using the Special Sailability dinghies. In part it is the graduation event for students who have been learning to sail in our dinghies. Older dinghy sailors are welcome to participate by taking out less experienced sailors. The emphasis will be on participation. The times are:

- Saturday 28 December, 12 to 3
- Sunday 29 December, 1 to 4
- Monday 30 December, 2 to 4.30

We need parents and/or grandparents to accompany their children.

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

Kids Fishing in the Marina

Saturday 4 January 2020, 10 a.m. to 1 p.m.

We need parents and/or grandparents to accompany their children.

Our best young fisherman will show us how. Last year we caught a variety of fish: Australian salmon, Trevally, Toady and Mullet.

Bait and fishing gear provided.

Bring your own gear if you want advice on how to set it up. Wear sun-smart clothing with hats and sunscreen.

A sausage sizzle lunch will be provided.

Safety Category Compliance

The Summer Yacht Racing season got off to a poor start with the first aggregate race being cancelled due to bad weather. Very few boats were prepared for the season and few had submitted their Safety Category compliance check sheet. These are available to download on our website. Hopefully all yachts will have submitted their compliance checklist by the time this Quarterly is delivered. The Around the Island race has been rescheduled to 29 February 2020,

and this race requires Category 4 compliance.

Power Boats around Phillip Island

For many years our power boaties have wanted to organise a club event for power boats to safely navigate around Phillip Island. A club event has very high expectations for safety compliance. It was agreed that the safety compliance would have to be equivalent to the yachting Category 4 compliance for short ocean races. Members of the Boating Subcommittee have worked very hard to sort this out, this effort should be appreciated. Congratulations to those power boat owners who have completed the compliance checklist and have had their vessels inspected. As with all boating activities the safety of all those on board is the heavy responsibility of the skipper.

We expect that the success of this event will lead to refinement of the planning and to many more such events over the years.

Australia Day Cruise

The cruise over the long weekend at the end of January has been enjoyed by our club members over many years. This cruise has introduced many boaties to the delights of Westernport and to the adventure of cruising. It has been a great social event as we keep in close contact with each other during the day and end up on a 'party boat' for sun downers. Power boaties often join in and some are finding that they can meet up with us overnight rather than travel at a sedate sailing pace.

Power Boats around French Island

"The world looks different from the water. Curiosity led us to join the sixteen other boats on the French Island Run organised by the Newhaven Yacht Squadron on Saturday 2 February. As relative newbies to the Club and absolute newbies to boating we figured that an adventure organised by experienced and skilled boating enthusiasts would be a great way to see and learn more about French Island"

Quote from Sally Lewer Ahern, the winner of the Furphy Award this year. Read her article in the Autumn Quarterly 2019. Join the event planned for Saturday 22 February 2020. Garry Richards has agreed to lead this event again. Thanks Garry.

Year-Round Fishing Competition

At our recent Boating Subcommittee meeting it was agreed to reinstate the Year-Round Fishing Competition. Garry Richards agreed to head this up and monitor the entries on the board in the lower club room. We are considering changing the rules to encourage entry via photographs to allow catch and release entries. Your input on this is welcome.

As you can observe, there are many activities available to Newhaven Yacht Squadron members. Your committees have worked hard organising them. I hope you will be happy to be involved and participate in what your club has to offer.

Alen Garrett | Acting Rear Commodore

SAILABILITY COORDINATOR'S REPORT



We have offered 7 Dinghy Sailability programs in Term 4, 2019.

Our first 4 programs have had magnificent weather and were enjoyed by participants, teachers and instructors. We were thrilled that some students were able to

sail between marker buoys without having an instructor on board. It is great to see students progressing in learning to sail. They got a real buzz out of their achievement.

We are extending the program to include a Regatta just after Christmas Day, which will be a graduation for students completing this program.

The NYS Dinghy Sailability program is developing well. The students and instructors work very well together in rigging and setting up the boats, and the pack up is achieved with plenty of helpers.

On a recent program with Bass Coast Specialist School on a blustery north wind day, one young participant had been scared by the tipping of the dinghy. We got her off and on to the Club Boat and she soon cheered up with the other students. By the end of the day she was pleading to go again as she had had such a great time. These students show remarkable bravery in attempting to sail in these small dinghies - they are terrific at 'having a go'.

I often watch this video (www.youtube.com/watch?v=FnpQakmyNag) to get inspiration for our programs. In many ways we are achieving our own success story.

We have a lot to look forward to.

If you want to find out more about Sailability and how you can be involved, please contact Alen Garrett on mobile 0429417552; or email sailability@nys.org.au

Alen Garrett | NYS Sailability Coordinator



VICE COMMODORE'S REPORT



I saw several of our members around the marina this winter so it would appear that not all of you migrated north for the warmer weather. Hopefully our spring will be better, although some drought breaking rain for our farmers would be good.

In my last report I mentioned that we have overhauled our main spill boom kit. It was moved from the yard as it was behind the padlocked small rear gate and the rocks and bushes would have hindered its deployment.



As you can see in the attached photos, it is now located outside the maintenance yard behind the Sailability shed. It is directly opposite the marina entrance and can be deployed by any member in an emergency. The storage bins have been chained to a tree and there are clear printed instructions on the inside of the lids.

The dredging saga continues and although the Department of Environment, Land, Water and Planning have given their consent we are still trying to get Parks Victoria to grant us a Work Permit. For those of you who were not at our recent AGM, that meeting authorised and additional \$50k to enable us to complete the actual maintenance dredging, hopefully after our busy summer.

As we were unable to dredge this winter, we are now undertaking repairs to the damaged section of the eastern

end of the Centre Arm. The long rods that go through the walkway and others bolting the fingers to the main walkway have either broken or worn larger holes in the timber framing. Bellingham Marine were not able to do the work so it was up to Glen and some volunteers from the Marina Subcommittee to do them. We cannot just undo the fingers to do the repairs as they have heavy concrete tops and would immediately flip upside down. As you can see in the photographs, we used Geoff de Jonge's flotation tanks to prevent the fingers from overturning.

Whilst doing these repairs on the centre arm, we had the walkway on the North Arm come loose from the first pile. The metal collar with the guide rollers had sunk to the bottom of the marina after a major weld failure. Glen, Geoff Graham and I secured it to the pile as the entrance ramp was in danger of falling off one side of the walkway. We later retrieved the collar from the water and took it to Des Funslow who rewelded it within 24 hours. (Thanks Des) It has now been fixed to the pile and walkway and we will follow up the failure with Pacific Pontoons. A big thank you to Garry Richards, Jeff Shawcroft, Geoff Graham and Glen Botterill for their time and effort in doing these major repairs.

The Marina Sub-Committee is due to meet shortly and we will be discussing a number of issues including how to manage a small number of unused old boats in the marina. After contacting some of the owners it appears that several belong to deceased members whose relatives are unable to sell the vessels in spite of advertising in our magazine and on Boat Point, etc.

My last report asked for feedback regarding the Building Subcommittee's proposed plan for improvements to the club lower level rooms. To date we have yet to get a single reply. Decisions made by our committee should reflect the wishes of our members. It is your club, please get involved. All the best for the coming boating season.

Derrick Kershaw | Vice Commodore



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BIRDWATCHING AT SEA

Giant-Petrel – the vulture of the southern ocean

Giant-Petrels are large, thickset, predatory albatross-sized petrels and are the largest of the Petrels. The two species, Southern Giant-Petrel and Northern Giant-Petrel, are part of the Family Procellariidae, the true petrels.

Both species occupy the southern oceans, moving north in the southern winter, regularly entering waters near the Australian continental shelf and occasionally to inshore waters. Southern Giant-Petrels breed on sub-Antarctic islands, including Macquarie Island and Heard Island, and in Antarctica. Northern Giant-Petrels breed at Macquarie Island and other sub-Antarctic islands. More Southern Giant-Petrels breed further south than the Northern Giant-Petrels hence the common names.

Giant-Petrels fly with strong lumbering flight gliding with stiff, narrow pointed wings, protruding neck, relatively short tail and give a humped back appearance in flight. Giant-Petrels are strong swimmers. Their size, colour and appearance make them readily distinguishable from other seabirds. They feed on dead and dying vertebrates including seals and penguins. The two species prey on other seabirds including Prions and Shearwaters, squid and fish species. At breeding grounds, both species will feed and rest on shore.

Giant-Petrels readily approach fishing vessels and are more often observed in offshore waters. They have been seen close to shore in Tasmania and southern mainland Australia, entering bays and harbours on rare occasions. I have seen Northern Giant-Petrels flying close to shore from Eagles Nest near Inverloch and from the Nobbies on Phillip Island. On rare occasions, Northern Giant-Petrels will rest on the mainland. Live birds have been observed onshore at Phillip Island and I have photographed a bird swimming in the harbour at Whyalla in South Australia.

Threats to both species include longline fishing, ingestion of plastics, entanglement in marine debris, oil spills, reduced genetic variability, accumulation of chemical contaminants and disturbance to breeding colonies due to human visitation and pests including rats and cats.



Southern Giant-Petrel (*Macronectes giganteus*)

Conservation status in Australia: EPBC Act Listing Status listed as endangered. Wing span is 1.8 to 2.1 metres, body weight is in the range 3.5 to 5.5 kg. Adult plumage is brown and dirty white, but polymorphic with three phases. Leucistic phase is very rare; approximately 1% of the species born on Macquarie Island are all white. White morph phase (uncommon); approximately 10% of the species born on Macquarie Island are predominantly white with scattered black feathers on wings and black.

In typical phase, plumage is dark brown in juvenile birds changing to paler plumage as the bird matures. Adult birds have white head and neck grading to smoky-grey/

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brown plumage of the body. Adult Southern Giant-Petrels are rare in Australian waters. Massive horn-coloured bill (bill length 85-105mm) with a single nasal tube, with an indistinguishable bill tip colour to both mandibles generally described as pale green. Some adults have pale eyes. Southern Giant-Petrels are slightly larger and generally paler than Northern Giant-Petrels.

Northern Giant-Petrel (*Macronectes halli*)

Conservation status in Australia: EPBC Act Listing Status listed as vulnerable. Wing span is 1.5 to 2.1 metres, body weight is in the range 2.9 to 5.3 kg. Plumage on Juvenile Northern Giant-Petrel is dark brown changing to paler plumage as the bird matures. Northern Giant-Petrels do not have a white morph. When comparing two birds of the same age, the Northern Giant-Petrel is always darker. Massive pale coloured bill (bill length 85-105mm) with a distinguishable bill tip colour to both mandibles generally described as pale red. Some adults have pale eyes. Occasionally Juvenile Northern Giant-Petrels have a similar bill tip colour to Southern Giant-Petrels making identification of these specimens a little difficult.



White Morph Southern Giant-Petrel, Eaglehawk Neck August 2015

References:

Menkhorst, P., Rogers, D., Clarke, R. et al. (2017). The Australian Bird Guide. Melbourne: CSIRO Publishing
Scofield, P. & Stephenson, B. (2013). Birds of New Zealand: A Photographic Guide. Auckland: Auckland University Press

Article and photos

Geoff Glare



Juvenile Northern Giant-Petrel, Port Fairy May 2015

The photographer is a retired Secondary Teacher of Mathematics/ Physics. He has photographed plants, in particular native terrestrial orchids, and natural history for more than thirty years. Since retiring, he has focused on photographing marine mammals and sea birds in Australian waters and on one visit to New Zealand. He has participated in more than fifty pelagic trips from Port Fairy, Victoria. Interstate pelagic trips include those from Port MacDonnell, SA; Albany and Bremer Bay, WA; Southport and Mooloolaba, Qld; Merimbula, NSW and Eaglehawk Neck, Tasmania.



Immature Northern Giant-Petrel, Port Fairy September 2015



Adult Northern Giant-Petrel, Port Fairy May 2013

FRIDAY HARBOUR : PORT PHILLIP ADVENTURES PART 2

Times can be very tough when you are racing with no wind. Ha ha. The photo on the right was taken by Friday Harbour crew member Leanne Shakespeare on 23.10.2019. We never finished the race. We were beaten by the Sunset Rule, 10 meters before crossing the finish line. Cruel, but rules are rules.

During three weeks in October, Friday Harbour and her crew took part in Opening Day ceremonies with three clubs: Martha Cove Yacht Squadron, Safety Beach Yacht Club, and Mornington Yacht Club.

Kon Cili



LIGHTHOUSES OF VICTORIA: POINT LONSDALE LIGHTHOUSE

The lighthouse was designed by the Victorian Public Works Dept and erected by contractors, Coates Brothers. It is of a traditional design consisting of a cylindrical tower and capital, similar to many late nineteenth century Victorian lighthouses. It is built of reinforced concrete and surmounted by a Chance Bros lantern. The original oil lamp was first replaced with an acetylene light and later an electric light. Surrounding the base is the octagonal, two storey brick signal station and observation room. Halfway up the tower is a cantilevered platform supporting red and green navigation lights.

The first navigation aid at Point Lonsdale was a signal station in 1852. In 1856 a red pillar beacon was built, then in 1863 the original Queenscliff Low Light which was a wooden structure, was used as a temporary light until a permanent light was lit in 1867. The current concrete tower was erected in 1902 and was under the responsibility of the State of Victoria until 1915 when it was taken over by the Commonwealth. In 1934 the lighthouse was classified as a 'Harbour Entrance Light' rather than a 'Coastal Highway Light'. The signal station and observation room were added to the base of the tower in 1950. Although the light was automated in

1999, the signal station continues to be staffed 24 hours a day and controls the movements of commercial shipping within designated areas both outside and inside Port Phillip Heads, making it possibly the last manned lighthouse in Australia.

Technical details are as follows: Tower height 21.3 m, Focal height 36.6m, Range 22kls white, 19kls red. Characteristic Fl (2) W 15 sec, Fog signal Diaphone blast every 30 sec. On the many occasions when the writer has entered of left Port Phillip Bay, he has always called up Lonsdale to establish the situation with shipping. At every time the reply has been helpful from the pleasant folks who man this station.

Peter Watson



SUE PADGETT

Sue has moved to live in Geelong. She has been significantly involved with our community and was farewelled by the many groups she contributed to. A few of us recently farewelled Sue from Newhaven Yacht Squadron. We were able to acknowledge some of her many contributions to our club.

- As we were developing our recording processes for Sailability, Sue was able to sort out the participants when they arrived into small groups to go on each boat. She recorded names of participants and carers and knew where everyone was and where they were heading. She was remarkable in bringing calm into chaos.
- She ran the radio communications for our boating events. This was not natural to her and she had to work on this task which she approached with enthusiasm. Starting with studying and sitting the exam for her VHF Radio Operators Certificate. Through to developing a card system for each yacht so that she could identify them.
- This identification was important as Sue was meticulous in noting down when yachts passed each mark of the course. This was a vital contribution to

our safety procedures. She would not go “off watch” until all the boats had returned.

- When there was a quiet time on the radio, Sue would tidy up the kitchen and make sure the water was boiling and a cup of tea or coffee was available for the returning sailors.
- Sue was tireless in her support of Pauline Draper, frequently driving her into Melbourne for medical treatment.

Our club is all the better from the positive input from Sue. We wish Sue all the best in the next phase of her life.

Alen Garrett



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THE BLESSING OF THE FLEET : SUNDAY 14 SEPTEMBER 2019

Perhaps it's the long-gone child in me ... There's something special and a bit fun about doing new things at this (ageless) stage of life. I'd never been to a Fishing Festival before and, neither our boat, nor I, had ever been blessed.

Our little five and a half metre Whittley, Carmel Dawn, is named after my gorgeous late mother-in-law. A proud Catholic for all her life, my mother-in-law would have been really tickled to have our boat named in her honour. Better still, she would love it that we were getting the Carmel Dawn blessed.

The Captain of the Carmel Dawn needn't have worried about logistical issues to do with mooring the boat, as the Fishing Festival organisers had it all sorted, giving him clear instructions and a handy map, showing our berth. With First Mate, Neal, as valuable support, and the unpredictable local weather being especially kind, the Captain and First Mate successfully moored the Carmel Dawn at the San Remo Jetty, without any hiccups.

Our little boat was in very fine company. Many of the other 'real' fishing boats were berthed, also waiting to be blessed. I often watch the Mary Lou, the Northern Star, the Metis, and others, through our spotter scope, as they make the trek across Cleeland Bight and head out to sea. Peeking into them up close from the jetty, we were surprised and pleased to see that many of them had reverse cycle aircon, at least in their small cabins, meaning the hardworking fisherpersons could be comfortable in extremes of heat or cold.

Back on the Carmel Dawn, we four humans, plus two toy poodles, assumed our positions and waited. Snug, with so many of us in a confined space, we sipped our take-away coffees and munched our chocolate yo-yo biscuits as we watched the passing parade.

The world seemed to slow down on the jetty. People didn't seem to rush as much. At least for a bit. Young and old, and every age in-between, ambled along the various arms of the jetty, frequently stopping to check out the boats in leisurely fashion, and sometimes stopping for an unhurried chat.

With four of us and our canine companions on board, patiently waiting for Reverend Jo, we were prime targets for a welcome chat with an assortment of friendly strangers. Someone was keen to know about our anchor, and discuss the merits of the electronic winch anchor versus the manual (no comparison, I'm told); another keen fisherperson was itching to share his recent fishing successes but not so keen to disclose his favoured spots;



and others (of the pint-sized variety) were interested in the poodles.

Waiting to be blessed was an unexpected and welcome surprise in community spirit.

We didn't need to check the time as the clever pelicans, keen for a meal, appeared on cue at the San Remo foreshore, from wherever pelicans go. Eagerly gobbling up their routine feed dished out to them from the depths of a massive bag, by the rubber-gloved Co-op staff. As ever, they delighted charmed observers across the breadth of generations.

From our vantage point, we pondered, not for the first time, how these amazing creatures avoid digestive issues, swallowing such large chunks of everything.

It was time.

Reverend Jo was introduced over the PA, and after offering a prayer, she set off to walk down each arm of the jetty, accompanied by the Co-op's General Manager, Paul. Dressed in floor length flowing black and white vocational robes, Reverend Jo's pink/purple one-way mirrored sunglasses prevented us from seeing her eyes, but I've no doubt her eyes were twinkling in sync with her smile. Stopping at each boat and blessing the craft with a fine sprinkle of water and some words of blessing, each one of us on the Carmel Dawn – to include the poodles – was delighted to get sprayed with a wet sprinkle from Reverend Jo's blessing hands.

This must mean good things, we all thought! For sure.

Sally Lewer Ahern

BOAT MAINTENANCE: INSPECT YOUR TRANSOM

This is something we all need to be aware of. During my recent boat service, I happened to mention to Scott at Rhyll Marine, that I'd noticed oil leaking from the tilt & trim hydraulics. He said, "Let's take a look". He looked at me rather surprised and said, "That's not oil – it's leaching from the timber in the transom between the fibreglass".

Leaching occurs when timber releases its natural oils and resins when exposed to moisture. When moisture enters the grain and timber cells, tannins and extractants are released. This can cause brown, black or rusty looking 'bleed marks' on nearby surfaces.

I said to him, "Is that bad?". He then showed me fibreglass fractures around the motor bolts and other general fractures; and he bounced the motor around, and the entire transom flexed quite badly. His comment was it needs to be fixed urgently or the motor could just completely break off the back of the boat.

Not cheap to fix at \$2200; but there is no alternative. Everyone with a fibreglass boat needs to be aware of this. Boat maintenance is extremely important and



I'm sure I'm not the only one who never gave this any thought whatsoever.

Ensure you regularly check the transom for any leaching, glass fractures or similar items.

Dave Thorogood.

MAINTENANCE QUESTIONS

A couple of questions from Nick:

Question 1

I have a temporary berth whilst on the waiting list for a permanent berth. My 6.5 mt run-a-bout boat is not antifouled yet as I heard it devalues the boat. How do you keep the hull clean and free of barnacles? We take it out every 3 - 4 weeks and clean it - which is back breaking! The high-pressure spray does very little in removing those nasties. Are there any tips for making this an easier task? Is there a clever way of removing the barnacles without using harsh expensive chemicals? Does Glen do this sort of work?

Question 2

Not really a maintenance question, but, how do you determine when slack water is in The Narrows out the front of Saltwater? I check the tide charts for San Remo, but they are always different to the actual slack water. Don't know if the tides for San Remo are taken on the ocean side? Is there a calculation that we can use say X? number of minutes before or after the change of tide at San Remo?

Thanks

Nick | nick1956@bigpond.com

WATTOS' 2019 TOUR PART 2

After leaving the farm, Elabe, we did a two day trip up to Cairns where our daughter, Jacqueline and her family live. We arrived late in the afternoon and were immediately involved in hugs, kisses, food, cups of tea, and quite a lot of noise. One of the things we had done was to keep all our small change in a box throughout the year, which we took up for the grandchildren, thus they, all three, sat on the floor and proceeded to count it all. Think it was more than \$150 most of which was put into bank accounts, but there was some they could spend.



Counting the money



Hope this is strong enough!

Of course, they had all grown since we last saw them, they were a lot smarter and the eldest, Milyan whom is 12 years old, is now very close to becoming a teenager. The next one down, Kylynn, is a dancer, writer, reader, a noise maker and very quick to understand what is happening. She is followed by Kayd who had his 6th BD the day after we arrived, so there was a birthday cake, presents and all that.

One of the jobs here was to get the house ready to sell and one thing was a clothesline. Previously some cord had been strung up between some pillars in the downstairs area, but whilst this was OK for everyday use by the family, it was not good enough for prospective buyers. At the front entry work needed to be done, so some concrete pavers with a 'sleeper' pattern were laid and river pebbles were put at the entry to the carport. One awful task was washing the ceiling of the deck, 6 X 10 metres thereabouts, and we used floor sponge mops up-side-down. Very hard work which seemed to smear the dirt across the ceiling, so after the sponge thing it needed to be wiped with a damp towel.

We were also involved with choir practise for Milyan, ballet for Kylynn and general chasing around with Kayd. We did cook a few of the meals and once or twice we invited our 'best man', Peter Stewart to dinner, he has lived in Cairns for about 4 years. For the ballet a tutu was needed, and the local dance costume shops wanted heaps, so we managed to find just the right thing on the internet for \$22 which arrived in time for the next ballet session. It was a very happy little dancer who was wearing it.

Whilst with Jacqueline and Kyh we all headed off for a weekend to their friends who live on a few acres just west

of Herberton at a place called Wondecla. This family is self sufficient as far as water, power and work, with Stuart, an architect working from home. He also built his own house, or rather is still doing it. Power is provided by a wind generator which is then stored in a large bank of batteries, water comes from a bore about 30 m deep and luckily the water is very sweet without any trace of salt or sulphur. Wendy, the missus, does home school for the 6 children ranging from 19 down to 4, each with their own personality. At dinner one night I managed to find out a bit about them all, so next day wrote a poem involving all of them, when read out it created a laugh or two.



Malachi in the red dirt



On the trampoline



Kylynn on a post

The property is on red soil and the youngest child, Malachi, was very happy playing in a mud hole getting very dirty, you can see him in the pic below. Just before dinner one evening this young lad came running in, only to be asked by his father, 'Have you washed your hands?' To which the reply was to hold up his hands saying, 'I'm wearing gloves.'

Back in Cairns the work continued on the house and we escaped for a few days visiting Peter Stewart. We were introduced there to his dog Tobi, a very big lad probably a cross between a Deerhound and an Angus Bull. He is, however very loving and thinks he is a person and just wants to be cuddled and hugged. Each morning he is taken for a run on the beach where he can be off the leash, so he rushes up the sand saying 'hello' to everyone including the other dogs. One day he was so excited when running up to a man jogging, he jumped and knocked the fellow over.

Peter, whilst quite a good cook, was taught by Marianne how to make a fruit cake, he followed the recipe OK and now at home we got a call from him saying he had made another one. Gee he soon might have his own TV cooking show!

A couple of weekends later we all took off again into the tablelands to a farm near Milaa Milaa owned by the Hockey family. With two cabins, space for the caravan, plus kitchen, loo and shower, we had a terrific few days at this ideal place. First night we all traipsed down to the local pizza place and had lovely wood fired pizzas for dinner, washed

down with some good wine and a few beers. At night at the farm we usually had a fire to sit round and the kids, of course, toasted marshmallows. Many of them were alight when about to be eaten, but after being blown out they vanished very quickly.



The area here is known as the Misty Mountains, and you can see in the pic how the place was named, this was taken early one morning.

Another day we all visited a water buffalo dairy farm. These big animals are milked just the same as the cows we all know, except the quantity of milk is only 3 or 4 litres per animal. There was a calf pen plus another feeding area where bigger calves are fed. Some of the milk actually finds its way down to Victoria where some is used for making Mozzarella cheese.

As all good things come to an end, following the w/e away we spent another week or so in Cairns before making our way back to Elabe to help with the preparation for shearing the sheep. The first part included helping with the rebuilding of some of the shearing yards, which had really had little done to them since they were built in the 1930's. The wooden posts and wire fences were replaced with metal stakes and wire netting much higher than the original. Also there was a hole in the wool shed floor where termites had found a rafter to eat away, thus some of the work included fixing that.

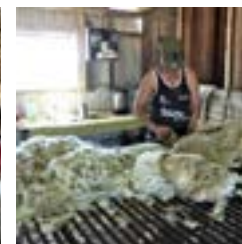
Just before the shearers arrived the sheep were mustered, drafted and held in separate pens. Drafting is the separation of whethers from ewes and lambs. The idea is that whethers, who are boy sheep with family jewels removed, are separated and sheared at a different time to the ewes. When the shearers are working they get into a rhythm, so if they had whethers a ewes mixed more time would be needed to avoid cutting the various differences between the two types. The lambs are also separated with their wool being of a finer nature than fully grown animals.

The shearers, whom were mostly NZers, were able to shear 200+ a day, with roustabouts taking the sheared fleeces to the classing table and others sweeping the small bits dropped on the floor. While all this was going on, blaring

rock n roll music was playing, so perhaps the sheep were lulled by the music. After shearing the sheep were put through a race where they were checked for their age by a tag in their ear, sprayed with a solution absorbed through the skin to destroy lice and internal parasites, and sheep with broken or fallen out teeth were culled because they could not eat grass properly. This would mean that the wool would be poor quality. All in all it was a very interesting couple of weeks, where we both learned a lot about the sheep farmers lot. There were 2039 sheep sheared which produced 49 bales of AAAM, triple A Merino, wool, with each bale weighing 195 -200 kls. Thank you John and Janine for allowing us to be part of that.



Shearing, one fellow with a back support



The classing table

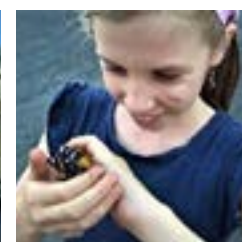
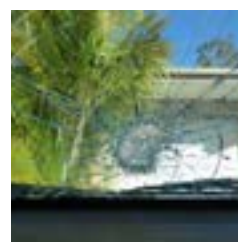


Pressing into bales

After leaving Elabe we travelled 140 k down a very dusty bumpy road that covered everything, inside and out with fine red dust. Arriving at Muttaborra we found a wash down place where with a very strong hose were able at least to clean up the outside of car and van. Then it was sealed roads to Barcaldine so the inside of the van could be cleaned, we could stock up with food and generally have some R&R after working on the farm.

Travelling south for a few days was reasonably easy except when a rock the size of a tennis ball was flipped up by an oncoming truck and smashed into the windscreen. It almost came through, leaving a big bulge inside where the glue holding the laminated glass together also stopped the rock. We got that fixed when we stayed with Peter and Lisa, Mariannes bro and his wife on the Central Coast north of Sydney. We had a few laughs with them and caught up with the various babies, nephews, other outlaws and friends.

A good tour with quite a lot of new stuff we experienced, then back home to cold and wet weather at the start of spring.



Peter Watson

THE LOSS OF THE NATAL : Wrecked 11 July 1865

Part 1

The *Natal* was a wooden three-masted barque of 178 tons, built on the dimensions of 99.0 feet in length, a breadth of 20.7 feet and a depth of 12.7 feet, in 1849 at Douglas, Isle of Mann. The hull was carvel built with a separate stern, being owned at the time of its wrecking by Peter Huddard and registered in Geelong.



The *Natal* was a regular trader between Newcastle and Melbourne carrying coal. On its final voyage the vessel left Newcastle on the 2 July 1865 bound for Geelong, with a cargo of 271 tons of coal and 10.5 tons of maize, and with a crew of seven or eight under the command of Captain P. Le Neven. All proceeded well down the coast until the vessel neared Wilsons Promontory, where it encountered a westerly gale. Being unable tack to the south to round the promontory the Captain sort shelter in Sealer's Cove on the eastern side of Wilsons promontory.

An excellent description of the events that led up to the destruction of the *Natal* were published in The Argus on the 18 July 1865. Presumably it was from the Captain.

"About 8pm the wind came in suddenly with a strong gale from the South East to East South East, right on the land. I immediately called the hands up, sent down royal and topgallant yards, braced the topsail and lower yards by, and veered out the whole length of the cable, it blowing too hard to get under weigh, with thick weather and rain. During the night heavy squalls; the ship pitching bows under, expected every moment she would part from her cables. At daylight, parted one of her cables, the ship immediately began to drag towards the rocks, and as there was no possibility of saving the vessel, and knowing that every soul must perish if we did not get out of the ship before she struck, we watched for an opportunity to launch a boat after two or three heavy rollers had passed. We succeeded in reaching Sealers Cove, when the boat was stove in. Landing there we were kindly treated by the fishermen stationed there".

The survivors, after a number of days, were picked up by the steamer Ant and brought on to Melbourne. Conditions on the small steamer would have been cramped, as it also had on board the survivors from the Lady Darling and Tomatim, also wrecked nearby in the same gale that claimed the *Natal*.

The vessel *Natal* was not as fortunate as the crew, going to pieces on the beach but not before a local settler, John Baragwanath, stripped enough timber from the hull to build himself a new homestead and cabins at his Sealers cove run. Later reports by divers, indicating the lack of any major structures on the wreck site, would also indicate that salvage may have been extensive before the vessel finally disappeared beneath the waves!

It is worthwhile to see what a typical immigrant to Australia was doing with himself at this time in Australia's history and why he had settled at Sealers Cove – when he was not a sealer!

Part 2

To continue our story I thought we might concentrate on our Ship's timber gatherer and see what he was doing on Wilsons Promontory in 1865.

John's Father – also John Baragwanath - arrived in Adelaide on June 19, 1853 on board the sailing ship Mary Green as a paying passenger from Cornwall. Typical of the times Cornwall was a not place where you could make much of a living with the major occupations being tin mining, fishing (or wrecking if you could get away with it), or farming. Many families left Cornwall in those times going to Australia, (miners, speculators and cattle breeders), South Africa (miners) and South America (again miners).

John brought with him his wife, Mary Anne (nee) Ivey, his son John (then 28 years of age) and aforementioned in Part One, and a baby born the day before they landed. John & Mary Anne went on to have six more children in Victoria.

John leased Wilsons Promontory (or rather squatted in those days) to breed and grow a fine herd of cattle, as fresh meat was always in demand in Melbourne. If you look at the Google map you will see "Barry Creek" in the north east part of the Promontory. Regrettably the cattle did not do so well so John built several rafts and towed them, behind his yacht, north across to the mainland to the mouth of the Agnes River where, after squatting a huge tract of land to the east and south east, he had a very successful life breeding cattle as well as acting as the local magistrate and doctor! He passed away on 1 May 1915 at home "on the Agnes" as he referred to his home. As an aside, his property was called "Barrys Beach", and in the 1960's the eastern part of it was taken over by the Victorian Government to be a massive construction area for drilling rigs to search for oil in Bass Strait. There is now the Barry Beach Marine Terminal reached by Barry Road to it. There

is also an excellent summary of John Senior's life with photos at the Foster Museum, west of the Agnes River Settlement.

Getting back to his son John - who was born to John Senior's first wife, Elizabeth Jane Hawke, who died in Cornwall in 1849 before John came to Australia, John was born in Cornwall in 1825. He went with his Dad and Stepmother when they squatted Wilsons Promontory. When his Father John went to Agnes River, John stayed on the Prom and moved to Sealers Cove where he set up a camp and invited other fishermen to do likewise. Upon the loss of the *Natal*, and as aforesaid, he was able to gather a large amount of wood and build several cottages to rent out to fishermen. Due to the distance to take the fish to market, he also set up a salting shed where the fish were dried and salted for preservation before being shipped to the market.

John never married and in his later life he lived with his sister Maria and her husband in Northcote, dying on 1921, quite an age in those days.

References: ASRO No: 2 of 1860 – Geelong Official No: 1119; Shipwrecks on the South Gippsland Coast – Don Love; Melbourne Herald 18 July 1863; Notes held at the Foster Historical Museum; John Baragwanath – Extensive family history research & notes.

John Baragwanath

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WILSON'S PROMONTORY CRUISE

On Boxing Day 2018, Joalda (Marcus Bond) and 50/50 (Colin Van Derstay) sailed off towards Wilsons Prom. It was our first overnight ocean adventure, with forecasted small swell and variable winds for the coming week.

Both yachts had 3 crew consisting of skipper, wife and teenage daughter. It was an amazing effort from the crew who had limited experience.

The first night was spent in Walkerville South. Beautiful conditions.

Day 2 was the highlight with a magic day and a slow sail towards Norman Bay, via Shellback Island, where we visited the seal colony.

We parted ways late in the afternoon with Joalda spending the night in Little Oberon Bay and 50/50 making it to Refuge Cove. From there 50/50 made its way to Port Albert and Joalda made its way home to Newhaven.



It was a great adventure we will never forget. Hopefully Boxing Day 2019 will bring nice conditions for the next adventure.

Marcus Bond

MEMBERS ENJOYING THE BAY

We are new members this year and are looking forward to a summer at the Island and the Yacht Club

Pictured bottom right : This was a Scallop day, in mid-October in the Bay.

Dave & El Bresnehan

Overtime I've had various friends come and stay with us at Phillip Island. A few spots which are worthy of venturing out to by whatever sea craft you skipper:

- Cleeland Bight Beach has areas to anchor and enjoy a swim close to shore; and if you have children onboard, let them climb 'Spew Hill', a sand hill to be climbed and conquered. Run down or use a boogie board to slide down.
- Further up the coast is the pink granite quarry, and around the corner Gull Island or a rock formation known as a Bommie. Bombora is an indigenous Australian term for an area of large sea waves breaking over a shallow area such as a submerged rock shelf, reef, or sand bank that is located some distance from the shoreline and beach surf break. In slang it is also called a bommie.
- Cruise back to San Remo pier for fish 'n' chips.

Julian Murphy



BLUE CARBON AND WESTERNPORT

If you take a Google Earth view of Westernport and Port Phillip, there is a striking contrast. Along the shores of Port Phillip there is hardly any Saltmarsh and Mangroves (except in the Swan Bay area), and only sporadic Seagrass meadows.

In contrast, most of Westernport is covered with Seagrass meadows and much of the shoreline is fringed with Mangroves; and there are widespread Saltmarsh areas, particularly surrounding French Island.

Whereas the importance of our Mangroves and Seagrass meadows in relation to providing an ecological environment conducive to healthy marine life (including nurture and breeding of fish) has been long known and well researched and documented, it is less well known that these parts of our marine environment have more recently been recognized as being of considerable importance in sequestering carbon.

Climate scientists have long identified natural forests as the main source of sequestering carbon, the means by which our planet limits the release into our atmosphere of carbon dioxide - which is, as the most significant greenhouse gas, of course the main reason for global warming.

More recently research has shown that the role of coastal vegetation - Seagrass meadows, Mangroves and Saltmarshes in particular - are up to 50% more efficient than land-based forests at sequestering carbon. This is done by “trapping” the carbon in the underlying mud.

It follows that looking after our beautiful natural environment in Westernport is an important way in which we can contribute to slowing the rise of global temperatures, the rise of sea levels, and the potential harm to our planet earth.

A considerable proportion of the worldwide research in this area is being carried out by a group at Monash University, and you can read about it by following this link: <https://research.monash.edu>

Next time you are out there catching squid or the whiting, or rounding a mark, spare a thought for our beautiful environment and hence our planet.

Robert Millard



Mangroves, Tooradin



Salt Marsh Cowes Golf Course



Seagrass Meadows Inverloch

NYS POLICY FOR USE OF THE CLUB BOAT (NH11)

- The Club Boat will last longer and be easier to maintain if there are only 2 or 3 prime operators who skipper NH11.
- When NH11 is needed for club activities, as agreed to by the Rear Commodore or other Flag Officer, it can be skippered by a member having obtained the 'NYS Club Boat Licence Course' certificate.
- Members, having obtained the certificate, will be in a great position to assist NYS run; its boating program, training programs and assist members and the boating public.
- At most times it is recommended that at least two people are needed on the Club Boat.
- It is acknowledged that the situation for club rescue boats has change. It is not expected that the Water Police will call upon a Club Boat, as rescue boats are now required to be in survey and skippered by Coxswains.
- When a member requires assistance; sanctioning the use of the Club Boat by a 'Licensed Operator' will need to be obtained from the Flag Officers (Rear Commodore, in the first instance). Generally Alen Garrett [0429417552], Peter Buitenhuis [0407045525], Colin Diggins [0419585355], Peter Gratton [0408369562] will be available to operate the Club Boat.

Guidelines to consider when sanctioning the use of the Club Boat

- How urgent is the situation?
 - Call the Water Police if serious or a non-member.
 - Is there another member close by that can assist?
- Has communications; marine radio and/or mobile phone been established?
- Has the member in difficulty been;
 - Advised to anchor?
 - Advised to stay with their boat?
 - Informed that help is being arranged?
- What is the nature of the difficulty? What does the assisting boat need to provide?
 - Fuel?
 - Tools and Spares?
 - The Jump Starter?
 - Grounding; is the tide rising?
- Additional information
 - How many people are involved?
 - What is the weather and tide situation?
- Who will accompany the 'Licensed Operator'?
- Request the 'Licensed Operator' to call once the assistance is completed and to fill in the Log Book.

To be used along with the RADIO COMMUNICATIONS PROCEDURES and FORM FOR EMERGENCIES on the next page.

NYS BAR

Did you know that NYS bar is open every Saturday night from 6.00 pm?

Did you know that NYS bar prices would be among the lowest - if not, the lowest - of any club in Australia?

NYS Bar prices are:

- Stubbies of heavy beers (eg Crown, Corona, Vic Bitter, Carlton Draft and more) \$3.00 each
- Stubbies of light beers (eg Carlton Mid, Coopers Light and more) \$2.50 each
- Range of red wines at \$10.00, \$15.00 or \$18.00 per bottle
- Range of white wines and bubbies \$11.00 per bottle
- Red or white wine by glass \$2.00
- Mixed drinks (cans) \$5.50 each
- Soft drinks \$2.00 each.
- Bottled water \$1.00 each

We are able to keep our prices at such reasonable levels in large part because of NYS tradition of volunteer labour attending to club needs and services.

Also, on the second Saturday of each month the Social Subcommittee organises different dinners. These events are becoming more and more popular. Check out the forthcoming events on our website (www.nys.org.au) and our Facebook page (www.facebook.com/NewhavenYachtSquadron).

Our friendly barman would love to serve you.



RADIO COMMUNICATIONS PROCEDURES and FORM FOR EMERGENCIES

November 2019

Calls for assistance from a member:

- For non-urgent matters try to arrange assistance from another member.
- Sanctioning the use of the Club Boat by a 'Licensed Operator' will need to be obtained from the Flag Officers (Rear Commodore, in the first instance). Generally, Alen Garrett [0429417552], Peter Buitenhuis [0407045525], Colin Diggins [0419585355], Peter Gratton [0408369562] will be available to operate the Club Boat.

Calls for emergency assistance:

ALL MARINE RESCUES IN VICTORIAN WATERS ARE THE RESPONSIBILITY OF THE VICTORIAN WATER POLICE - Ring 000

1. When a call for emergency rescue is received record the following information:

a) The nature of the distress and the kind of assistance required

a) Name of person in charge of the vessel _____

b) Number of persons on board _____ c) Registration number of the vessel _____

d) Description of vessel _____

e) Location description of the vessel _____

f) Position coordinates: Latitude 38° ____ . ____ S Longitude 145° ____ . ____ E

g) Other forms of communications e.g. Mobile phone number _____

h) Any injuries and general state of persons on board _____

i) Whether the boat is drifting or at anchor _____

j) Drinking water and shelter availability _____

2. Advise the crew to take action to improve their situation:

a) Crew **MUST** stay with the boat c) Sit low in the boat in a sheltered position and stay warm

b) Generally best to anchor d) Reassure the boat that you are seeking assistance

3. Contact the **Victorian Water Police** directly phone 1800 135 729

4. Follow instructions of the Victorian Water Police

5. Take notes of what actions have been taken. In the unlikely situation that a Marine Incident Report form is issued, start filling it in.

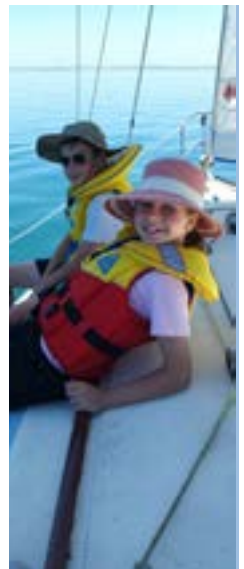
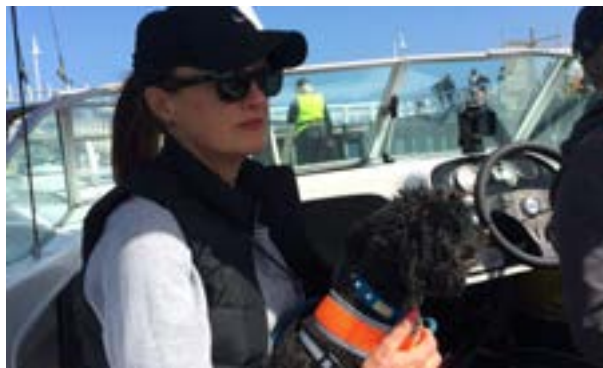
At an early stage ASK ANOTHER MEMBER TO ASSIST YOU IN THE RADIO ROOM or take over if they are more experienced.

Date ____/____/____ Time _____ Name of Radio Operator _____

FLOATING ABOUT



FLOATING ABOUT



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