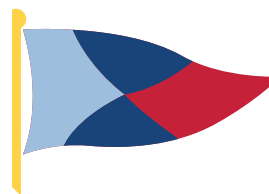


Summer 2021 Edition



# Newhaven Yacht Squadron QUARTERLY



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### Marina

Noel Street, Derrick Kershaw, Ray Frith, Jeff Shawcroft, George Reek, Hamish Hughes, Glen Botterill and Pat Street.

### Finance

Denis Loweth, Peter Buitenhuis, David Tonkin, Noel Street, Robert Burnham, John Baragwanath, Pat Street and Alan Adamson

### Youth

Michael Dixon, Stan Jackson, Gavin Russell, Scott Newman, Jim Mc William, Mark Szutta and Nick Szutta

### Sailing

Michael Dixon, John Baragwanath, Ray Frith, Jim McWilliam, Alen Garrett, Gavin Russell, Cheree Dyson, Nick Szutta, Mark Szutta and Mary Brown

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Ray Frith

### Sailability

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### Communication/Magazine & Grants

Haydn Sherburn and Stan Jackson

### Merchandise

Denis Loweth and John Baragwanath

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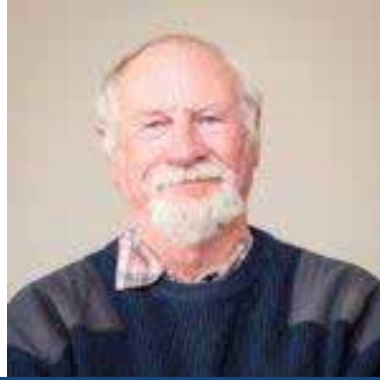
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## NYS COMMITTEE MEMBERS



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**POSITION VACANT**  
TRAINING OFFICER



**ALEN GARRETT**  
SAILABILITY COORDINATOR



**NICK BLACKMORE**  
OTHER MEMBER

# COMMODORE'S REPORT



Dear NYS Member,

I hope this newsletter finds you and your family well, it is pleasing to see that Victoria at this time has no Covid cases and this gives us hope that this trend will continue. We do however need to continue to remain

cautious and stick to the rules as laid out by the health experts because, as we know, things can change very quickly with this virus. We remain positive and hopefully we can start to resume more Club activities. We have had a number of yacht races over the past couple of months and we have conducted a number of Sailability programs and sail training for youth with our dingy program.

With our Club rooms we are still only permitted to have up to 48 people under the rules and we continue to implement a rigorous cleaning program and ensure members and guests who visit the Club follow Covid procedures of signing in, good hygiene and where possible social distancing. These procedures will hopefully keep members safe. The Committee continue to monitor the Covid situation and are trying hard to develop programs and activities that we feel are safe and in line with advice from the authorities.

I am pleased to announce that we have a new Training Officer and Committee member who was voted in at our recent Committee meeting. I am certain you will all congratulate and welcome Judy Lawrence to the position and we thank her for volunteering to assist the Club. Judy is a very experienced sailor and has a wealth of knowledge on all facets of boating. She obtained the RYA Yachtmaster Ocean Certificate in 2006, for which she completed Competent Crew, Day Skipper, Coastal Skipper which also required 2500NM at sea including many night sailing trips with a minimum of 600NM. Her training included Sea survival, coastal offshore and celestial navigation, weather forecasting, using computer aids to navigation, blind navigation (using estimates), learning COLREGS, understanding safety equipment, flares etc. GMDSS radio operator. Also boat handling plus understanding wind and tide effects, and also, motor maintenance.

Judy has sailed from the West Coast of Tasmania up to Lizard Island. Several times from the Gold Coast to the Whitsundays (and back), from Thailand to the Maldives, from Plymouth to the Canaries then on to the Caribbean, numerous times around the English Channel and around

the world departing from Liverpool to France, Brazil, Singapore, China, Hawaii, West Coasts USA, Panama, Jamaica, New York, Halifax, Ireland and back to Liverpool. She says that the 12 months round the world race was where she received her real training. Judy and her husband Peter have had a number of yachts and motorboats both in Sandringham and in the Whitsundays. Judy is already starting to plan some training programs for the Club, and we are very excited to have her on board.

Regarding Committee Members, in the last newsletter I let the members know that Tom Rawling had decided to step down from his position of Social Secretary and that we were eagerly looking for a member to step forward to volunteer for this important position and assist the Club with social activities. So far, we have not had anyone come forward to fill the position. This is disappointing, we have over 500 members plus partners so I would have thought given the importance of this role that we would have some candidates. Perhaps Covid and the recent lack of activity due to Covid has had an effect on Social activity, but this is a wonderful role and can be lots of fun. I also think Social activity is the backbone of the Club, so this role is immensely important. We currently have only one woman on Committee (Judy), and it would be lovely to see other women taking an active role in the committee. We desperately need someone, male or female, to come forward and volunteer for the role of Social Secretary. If you would like to discuss the role further, I would love to hear from you and perhaps explain what the role entails. You can call me on 0407 045 525.

In March we accepted into the Club 5 new Senior Members and their families. It gives me great pleasure to welcome Scott and Sandy Lynch, Tim and Carley Perrett, Craig and Kerry Bowman, Roger and Faye Morris and Dan Carr. We hope they enjoy the Club and get involved, making the best out of their membership. Please make them feel welcome when you meet them around the Club.



*Peter Buitenhuis at the helm of Southern Spree in Aggregate Race 3*

At this month's Committee meeting we confirmed our Subcommittees and they are as follows:

**Marina:** Noel Street, Derrick Kershaw, Ray Frith, Jeff Shawcroft, George Reek, Hamish Hughes, Glen Botterill and Pat Street.

**Sailing:** Michael Dixon, John Baragwanath, Ray Frith, Jim McWilliam, Alen Garrett, Gavin Russell, Cheree Dyson, Nick Szutta, Mark Szutta and Mary Brown

**Finance:** Denis Loweth, Peter Buitenhuis, David Tonkin, Noel Street, Robert Burnham, John Baragwanath, Pat Street and Alan Adamson

**Merchandise:** Denis Loweth and John Baragwanath

**Building:** Nick Blackmore, Peter Buitenhuis, Colin Vanderstaay, Gary Richards

**Safety:** Ray Frith

**Sailability:** Alen Garrett, Mary Brown, Stan Jackson, Cheree Dyson, and Gavin Russell

**Communication/ Magazine and Grants:** Haydn Sherburn and Stan Jackson

**Youth:** Michael Dixon, Stan Jackson, Gavin Russell, Scott Newman, Jim Mc William, Mark Szutta and Nick Szutta

With regard to Building, Nick Blackmore organised a Hazardous Material report over the last month to make certain that we are aware of any issues and that we are compliant. The company chosen for the independent report was Greenlight and the detailed report showed some minor issues but overall, it was a good report, which was pleasing. We now have this report on file so with any future works we have clear direction of what we are dealing with in regard to safety and compliance.

I would again like to thank the Committee members for their enthusiasm and efforts in maintaining and running the Club. These people are all volunteers and all work hard on behalf of the members ensuring that the Club runs smoothly and is in good hands. Discussion is often robust but always constructive and certainly through the Covid pandemic it has not been easy, but Committee continues to focus on the positive and planning for the future. We are so lucky to be here in Phillip Island, it is such a beautiful place for boating activity, and I am proud of our wonderful Club and our wonderful members. The Club has much to offer, a lovely Club house, a marina and wide cross section of members.

We are financial and with over 500 members plus Associates, it is a big Club with members from all walks of life, some with big boats, some with small boats and some

just for the social activity, but all good friends offering good fellowship through the passion of boating. There are also lots of members who do things behind the scenes for the betterment of the Club, and the Subcommittees should also be commended for their hard work and enthusiasm in constantly looking at ways to further improve the Club. During our recent Committee meeting the subject of floating pens, the previous cap of 15 has been removed and David Tonkin our Secretary and Noel Street our Rear Commodore are reviewing the floating pens in the marina. Saturday Night Happy Hour (which is usually about 2-3 hours) at the wonderful Club house starts at 6.00 pm every Saturday, and I am pleased to see that we are starting to see more members joining in and coming along especially as Covid restrictions are starting to ease. If you have not come to the Saturday night evenings I highly recommend coming along, bring the family, and friends are also welcome. The bar is open with extremely well priced beverages and lots of happy members to meet and an opportunity to make new friends and learn more about the Club and boating activities in Westernport. We have a BBQ, or you can bring a meal or just have a drink. Fishos, Yachties or just Social: it doesn't matter, make the best out of your membership and join in, its great fun and I am certain those in attendance will make new members feel welcome.

I would like to wish all our members and their families a wonderful Easter and I hope you keep safe if you are out on the water. I always look forward to hearing from members and I hope to see you around the Club. Also, if you think you may be interested in the position of Social Secretary please volunteer or give me a call to discuss the position further, this is such an important role for the Club. Once again, my number is 0407 045 525 or you can write to admin@nys.org.au . We look forward to the next few months and hopefully with no Covid cases we can start to resume some excellent Club activities and events.

Best Wishes

**Peter Buitenhuis | NYS Commodore**



# COMMUNICATION & PROMOTIONS OFFICER'S REPORT



This issue of the Newhaven quarterly magazine marks the start of what we hope will be a better boating year. We are already seeing boaties on the ramps, the streets full of trailers and smiles around our clubhouse and on the water. We have seen our lawn full of people for the general meeting (albeit a few

short of a Quorum), 32 children attending a very successful junior sailing program over 2 weekends in December and January, and further saleability programs with Newhaven primary school and Bass Coast Special School.

The Aggregate sailing series has commenced, a well contested Commodores Cup completed and the Round Phillip Island race scheduled for March 2021. The fish are on the bite for our fishing enthusiasts, abundantly evident in Craig's fishing reports on our website over the summer season.

Our clubrooms no longer sit deserted. As we get on top of this pandemic our confidence builds, and our lives start to resemble more of what we have enjoyed so much. Smiles and laughter, enjoyable conversations and friendship returns for all to see at NYS.

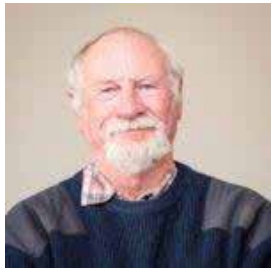
From members we have stories of seabirds, sailing adventures, lighthouses from our past and some fabulous photographs.

And finally I would like to thank Stan for not only the work he has done for several years on the committee position of communications and promotions officer and editor of the quarterly magazine, but the assistance he continues to give to the current communications officer.

Thanks Stan.

**Haydn Sherburn | Communication & Promotion Officer**

## VICE COMMODORE'S REPORT



I have taken over as Vice Commodore from Derek Kershaw and thank him for his hard and excellent work over the past five years. I am pleased that he remains a member of the Marina sub-committee.

This Summer has been marred by some very strong winds, which have impacted the marina in a couple of ways.

The first was a report of a large piece of concrete that was a navigation hazard as it reduced the depth of water in the northern fairway. How did it get there?? The main conspiracy theory was that the dredging contractors had knocked a large concrete weight into the marina. This would have been surprising as the contractors have an impeccable reputation and they have worked for us on many occasions. I enlisted the help of Glen Botterill and used the club boat to investigate and to our delight the concrete block turned out to be a large patio umbrella that had been blown into the marina. Much easier to remove than a large piece of concrete!

The second incidence of wind damage was the disappearance of the solar panel from the front lead light. We could not locate the old panel, so we installed a new one, once again thanks to Glen for fixing the panel to the pole.

The old part of our marina was built before an Australian Standard was adopted, as a result we have had issues with members sharing 240V power outlets. Marina sub-committee member, Jeff Shawcroft has come up with a practical solution for members wishing to keep their boat batteries topped up - Fit a Solar Panel! This is a cheap answer for this issue and should reduce the chance of current leakage and subsequent electrolysis.

We occasionally have reports of mooring lines parting, this is not always due to neglect as UV degradation is not always apparent. So please make it a regular maintenance item to inspect your mooring lines. Should we need to replace one (or more) of your lines we will notify you and request that you replace the broken line or purchase the one that we have fitted.

One of our upcoming projects is to have the steel piles in the marina tested to see if any hidden issues have developed over the past 30 years.

Due to a recent incidence of removal of items from a boat moored in the marina, we must emphasise the necessity for all of us to ensure marina gates are closed at all times. Not to be tied open "because I will be coming back soon", or "my mates are on their way and it saves walking back to open the gate when they arrive".

I look forward to seeing you around the club.

**Noel Street | Vice Commodore**



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## COMMODORE'S CUP | FEBRUARY 2021

Welcome NYS Members to our first actual report on an event for 2021! Regrettably our first event (a yacht race) was cancelled because of such atrocious weather, and our second event (power boats around French Island) was cancelled because of lack of numbers! So here go with our first race!

Quite a mild day greeted our Skippers and Crew for the Commodore's Cup Race on Saturday 20 February 2021. The weather was quite mild but with a strong mist for our yachts to sail into as they headed north.

Our competitors (skippers plus crew) were Kevin Arnup in Bumble Bee; Bob Garforth in Avocado; Marcus Bond in Joalda; Martin and Pip Lewis in Fleur-de-Lis (New Members in their first NYS event); Ray Frith in Make My Day; Peter Buitenhuis (our Commodore in his own race!), in Southern Spree and Jim McWilliam in Kara Kara.

The weather was fine but with a strong cloud front to the north. The race was started by the intrepid Alen Garret and Gavin Russell in the Club Boat and all competitors were away cleanly. It took our most powerful scope to continue to watch the competitors though, due to the mist (or cloud). Cheree Dyson and Gavin Russell kept a keen eye on the fleet where possible, calling changes in position, and

we were able to watch some of these skilful overtaking moves (or do you call them "oversailing" moves?) on the water.

The race was planned by Alen to be a long one and we thought it would be but towards the end we realised that with the incoming tide and not a "friendly" wind it would have taken too long for the fleet to finish. Therefore we finished the race at the top marker.

At the after race get together we congratulated Jim for his "superior sailing". All competitors were enthusiastic about the race and grateful for the team in the Clubrooms who looked after them. The crews are looking forward to our next race which will be next Saturday 27 March commencing at 10am. Briefing will be 09.30 so please be downstairs at the Clubrooms on time!

Another comment made was if we could go back to having a get together upstairs after the race? The answer is now "yes" and this will commence from next Saturday.

Any comments or queries, don't hesitate to contact me. 0418377218 or [johnbaragwanath@yahoo.com.au](mailto:johnbaragwanath@yahoo.com.au)

**John Baragwanath | Boating Secretary**

## NYS SAILABILITY DINGHY TRAINING REPORT

Dec 29th & 30th 2020 and Jan 12th&13th 2021

Junior sailing got off to a bright start over summer with 32 children participating in the NYS dinghy training post-Christmas.

Weather was excellent for 3 of the 4 days with good wind, and even on the last day good use was made despite of the lack of wind. Several of the more advanced students had the chance to skipper the Hansa dinghies without an instructor. More events are planned for the next few months, with further programs with both the Newhaven Primary school and Bass Coast Special School.

Special thanks to the volunteers (Alen, Denise, Gavin, Jim, Stan, Michael, Scott, Jeff, Tom B, Nick, Cheree, Malcolm) and help afforded by participating parents.

We are looking for an NYS member to assist Alen in the leadership of future programs so if this sparks your interest please call Alen Garrett on 0429 417 552.





# CLUB SAFETY REPORT



## Testing your inflatable PFD

The advent of the inflatable PFD (Personal Flotation Device) has made wearing a life vest less restrictive and cumbersome. As boat owners, by law we must provide PFD's for all on board, but our responsibility does not end there as PFD's require annual service and re-certification.

So we buy our PFD's, blithely glance at the manufacturer's blurb and stow them away in a convenient

locker. Yes, we note that an inspection is required in twelve months, but that's in the distant future so we "remember to forget about that!" It seems like an unnecessary expense.

**BE WARNED!** If inspected by water police and certification is not current then you could be fined (currently \$330).

There has been little publicity regarding maintenance and service and most owners assume that a PFD must be returned to a service centre which will more than likely be inconvenient and costly, but you can self test and service to produce your own annual test certificate if the PFD is for recreational use.

## Self service and inspection of PFD

Download the manufacturer's procedure. Most follow an identical format which basically is:

1. Visually inspect buoyancy bladder, straps, clips, CO<sub>2</sub> cylinder for wear, damage or rust.
2. Inflate bladder by mouth, leave for 12 hours in stable temperature (20°C) and if no apparent loss in pressure, it will pass. **If it fails, DO NOT REPAIR - DISCARD!**
3. Deflate bladder by inverting cap on the oral inflation tube and pressing on the valve inside. Roll or press out all of the air.



4. Weigh CO<sub>2</sub> cylinder with electronic scales to check that weight stamped on the cylinder has not changed (the NYS fishing competition scales work well).
5. Check manual firing mechanism works correctly. Replace the little green arming clip. For automatic inflation PFD's the water sensing device has a lifespan of 3 years then must be replaced.
6. Record details on each copy of the manufacturer's test sheet that you downloaded.
7. Re-pack bladder etc. in jacket as per instructions, making sure the "rip cord" is accessible.



Self-testing is good practice making you more aware of how the device operates and not only avoids the risk of a fine, but if by chance you or your crew need a PFD in an emergency, you can be confident it works correctly.

## Hints

- Before you purchase the little green arming clips for the firing mechanism, see Craig at Jim's Bait and Tackle, San Remo.
- With a marker pen mark each PFD and CO<sub>2</sub> Cylinder A,B,C etc to identify on each test sheet.

## References

[wearalifejacket.vic.gov.au](http://wearalifejacket.vic.gov.au)  
[marlin-australia.com.au/service.php](http://marlin-australia.com.au/service.php)  
[bargainboatbits.com.au](http://bargainboatbits.com.au)

Ray Frith | Safety Supervisor



# MAINE | STEVEN BROCKWELL & YVONNE VANDERMEER

2018

After three seasons sailing up to Maine and down the east coast to Gloucester, Portland, Monhegan Island, Martha's Vineyard, Nantucket, Block Island, Rhode Island where we kept *Triple Shot*, Long Island Montauk and the Hudson river to Canada thru dozens of locks to Lake Champlain, we were never in a hurry! Our plan was to see as much as we could. We made great memories, but now it was time to move on and a lot of preparation was needed for my first big trip down to BVI's.

## Steaming out of Portsmouth, Goodbye USA

Day 1 - Sunday 4th November 2018  
(3 days after Stevens 56th birthday)

We joined the ARC rally 1500 with some 22 other sailing boats to head down to Tortola BVI.

All of us have tracking devices fitted to the boats so the organization could monitor our tracks and we would receive our daily satellite weather reports via email. A good bunch of people; we had a few fun gatherings. 10 days average to get there.

We were 30 minutes late for the start of the race due to last minute electrical issues. Once we got to the starting blocks we could see most of the boats in the distance. It took forever tacking out of Chesapeake Bay, I just wanted to turn that motor on, but that wasn't the plan!

Andy, our good friend in Australia, sent us an AIS tracking photo to let us know where all the other boats were. We did finally get caught up with some of them!

Our boat, *Triple Shot* (a 45 foot trimaran) had a handicap 2nd all though she looks like a racer, she only has one motor! I suppose we would use less fuel.

The easterlies would be perfect to get us down to Cape Fear around Cape Hatteras but the predicted southerlies (30 to 50 knot gusts of wind) came earlier before we could get around the cape so we changed course to bare east into the Gulf Stream, a longer course and with the worst conditions ahead of us, some of the boats turned back.

It was like a little plastic boat in a washing machine! Waves were coming from all directions sounding like thunder hitting the hull of the boat. Later into the night the seas became unbelievably huge - 12 ft plus! Was not much fun.

Lots of creaking, banging and crashing - the waves smashing across and over the boat. Every thing that wasn't secure started to roll around the boat. It was difficult to

walk and at one stage Steven passed me a full bucket of sea water up from the engine room and I couldn't hold my ground and lost balance backwards. The whole bucket went over me and the bed, saturating everything in the bedroom!

We had lots of frozen dinners and oatmeal cookies prepared but not much appetite. We changed the sails several times by this time and we were both exhausted.

There were 3 navy ships within a radius of 10 miles so I felt safe to know we were not out there alone. I had never experienced 12 foot waves at sea but I knew Steven was used to it, it was just another day in the office to him and his confidence made me feel safe and secure with him. Although he was experiencing sea sickness I was lucky; I was just tired couldn't sleep for the first 48 hours. We both couldn't eat much but made sure we drank lots of water with fresh ginger.

At one stage we had to drop the sail in a hurry late that evening.

Day 2

The following morning we noticed a fair bit of damage to the sail stack bag and the sail was just sitting on the roof so in these large seas and horrendous conditions we managed to tie and secure the sails or we would have lost them! We were lucky we didn't that night.

Steven was getting thrown every which way on the roof. He is the most courageous, cautious and confident man I have ever known - except I would constantly be reminding him to put the life jacket and life line on - we would not have survived without them!

We needed to raise the sails in order to repair the sail bag so we waited for the 30 knot winds to settle down to 18 knots. Once the wind settled we both lifted the sails and put a reef in ready for more gusty winds, then tried our best to repair the bag and tire fenders underneath the boom. If the bag is not in working order then we cannot drop the sails again.

The waves diminished to 6 ft and were still a soup bowl, slapping us from all directions. We managed to sail despite the 20 knots of wind gusting to 25 knots with the Gulf Stream currents 5 knots against us. Saw a pod of dolphins swimming with us.

Two of the rally boats had taken the similar course and we had spoken to them on the radio. We both couldn't eat that night. We continued to stay on course east SE averaging 10 knots with sail 2 reefs up and storm sail out still into the next morning.

## Day 3

It appeared the Gulf Stream was behind us on a new course heading south. Currents dropping to 1.5 knots, the water color had changed to a beautiful cobalt blue, very deep waters, 29 degrees and the heat was rising - gone from trackies to shorts!

Our watches have turned into 2 hourly and starting to get more sleep. We put the Genoa out as the wind dropped to 15 knots and we knew there would be very little wind the following day so we wanted to get as far south as possible and maintaining speed. The sea was still very wishy washy and bumpy, but it was a relief as compared to the Gulf Stream with 3 meter waves conditions that was the biggest hurdle and nerve racking one that I would not like to experience ever again - but our spirits had kept high. I had my first coffee (I was beginning to feel the withdrawals and had a slight head ache). Steven got his appetite back again - oh well we both needed to lose a couple of kilos! All my beautiful finger nails are broken - gone.

We received an email from Gabby via satellite, that put a smile on our faces. She said we were at first in 4th place but then dropped back into 5th. She had been following us on the ARC Caribbean rally 1500 from the start, Andy too had sent our tracking from AIS before we lost our internet. Well it's a tiny boat in the Atlantic Ocean sailing, not motoring, so it will not show much movement. We also need to conserve our fuel.

10 am Tuesday trying to sleep; too bumpy can't do much and I don't want to do any damage to myself walking around the boat which feels like it's dancing with the ocean. No internet, bummer. I had seen Steven struggling at times too getting around the boat - it's not easy when you are extremely tired and the boat is rolling side to side!

Dinner time! We had Thai chicken and rice with a garnish of coriander, it was yum. Made the bed up - that's the hardest thing to do on a boat it took a half hour. Once it's night time it's very hard to see what's going on out there. Feeling very tired but can't sleep.

I'm on watch 10.30 pm till 12.30 am - chair bouncing up and down still 20 knots SSW traveling at average 10 knots. Current still 3.3 against us, so that makes up moving at the rate of 6.7 knots 6.7 miles an hour.

## Day 4

On watch 3 to 5 am. Still same 20 knots. Wind heading 133 degrees 10 knots but 2.6 knots against the current. Oh I wish I could have a coffee. The waves are crashing into the boat and very hard to move around, in 20 minutes I can go back to bed.

7.30am had a good sleep. Wind and sea moderated slightly. We put full sail up and furled Genoa out. Managed to make 2 coffees yey and enjoyed them too.

Had my first shower whilst the boat heeled what a dilemma, all the water washed into the bedroom - there goes some more towels, at least I got my hair washed and it was a nice feeling. Next time I will shower when the boat is leaning over the other side maybe tomorrow on the southeast's.

Wind dropped to 15 plus knts, flatter seas, more comfortable. Still heading towards Bermuda. The plan is to tack as soon as the Southeast arrives, hopefully within the next 15 hours. Predicted light winds is what *Triple Shot* likes. Received weather reports finally from sky mate and several texts from my beautiful daughter Gabby. She inspired me and told us not to give up we are still in the rally! If it was up to me I would just turn that motor on and just get there but we had to conserve fuel. She also gave us a little info on where the other boats are so we had an idea on how we were going which helped a lot. We have not heard from the organizers or any other boats due to no internet.

Nice dinner again chow mein and rice. We have plenty of stores to last weeks.

On watch now 9.30 lots of stars on a clear night and a lot more comfortable, had good rest today and hopefully a good night snooze!

## Day 5

Good morning day five at 5am, 4 hours good sleep. No wind. Woke up to Sonos music, 2 cups of coffee, now on watch. On watch consisted of checking radar every 15 mins for marine traffic or sometimes a squall or nasty weather. It's the night when you cannot see much unless you have a full moon, watching the chart plotter to make sure you stay on course and looking out for any obstacles. If slightly drifting with a current off course it needed to be adjusted by 1 degree either way on the auto pilot.

B&G The wind instruments shows wind direction and course, how many knots of wind and how many knots traveling. Wind directions are to be monitored constantly as your sails can shift and lose control of steering and if the wind swings to another direction and if the sails are in correct position you get more speed at the angle you set your course. Quite daunting! Like driving at night without lights on. It helps to wear a pair of sunglasses. Anyway, a lot to keep your eyes on. Winds light 10 knots. Hamburgers for lunch.

Approaching Bermuda, tack across to the SW. Steven caught his first marlin / swordfish, it was about close to 6 ft - fresh sushi, yum. Bagged the rest up for the freezer



Trying to sort out the email problems; we can send but not receive. Luckily the coast guard relayed weather report for next few day on Chanel 16 in Bermuda no hurricanes warning for another week.

Cooking dinner and discovered a snapped rope off the sail boom lift. We dropped the sail immediately and connected a spare Haliad rope to hold the boom up. Luckily it was calm enough for Steven to climb up and fix it. We lifted the sail on the starboard side not looking the best but we hoped it would last another 750 miles and prayed nothing else would go wrong overnight. Going to sleep now with my ear plugs in.

An awful nite only 19 knots wind and very uncomfortable. Cranky and cursing wondering what the friggin hell am I doing but after all when things settle down I think it's all worth it. I must be crazy.

Day 6

A messy sea, waves only, 15 -19 knots wind SSE and traveling between 7- 9 knts bit hard to stand. By the photo I took it looks like we are half way there. We predicted 10 days.

12pm Count Down 699 miles flying along - 18 knots wind SE. Had good 2 hour sleep this afternoon the weather calmed off so we did some important jobs. We replaced one of the traveler ropes because it look very worn, dropped the sail because the boom lift halyard needed to be replaced with a temporary rope. Looking like a bit of rain ahead.

Cooked Thai chicken and rice again. Wind picking up now, who knows what the night will bring. Good sleep I hope. No, up and out on deck again, hoisted the sail 2 reefs. Bilge alarms kept going, so disappointed in some of the tradesmen in USA that have worked on our boat, riggers and electricians. Lucky Steven has the knowledge and been on boats a good part of his life.

Stay tuned for Part 2 in the next issue!

## PROTECTING WESTERN PORT FROM INDUSTRIALISATION

Western Port has proved attractive to industrialists and some politicians as an ideal place to industrialise. The threat posed by AGL with their proposed "gas factory" (Floating Storage Regasification Unit) is one of the most concerning in recent decades. Whilst energy analysts debate the need for additional gas the concerns of conservationists, eco tourism operators and recreational fishers are clear. If the proposal proceeds the gas factory at Crib Point would receive liquefied natural gas (LNG) via shipments from interstate or overseas, then convert this LNG back into gas. During this industrial process up to 450,000,000 litres of sea water will be used daily. When discharged from the factory water will be 7 degrees cooler and chlorinated. Further a 40 percent increase in shipping will occur and Western Port will have a permanently moored, continuously operating, heavily lit, noisy, major hazard facility that entrains marine life in internationally significant Ramsar wetlands. Further risks include toxic spills of diesel and fire foam, introduction of marine pests, entrainment and destruction of fish eggs, light interference with short-tailed shearwaters and other birds, vessel strikes on whales, and underwater noise.

Following a lengthy inquiry that received over 6,000 submissions the State Minister for Planning will make a decision on whether to grant approval to AGL in March.

The Phillip Island Conservation Society (PICS) has advocated against this proposal for more than 2 years and its submissions to the inquiry are available at [picsvictoria.org.au](http://picsvictoria.org.au).

Jeff Nottle | President PICS

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# LIGHTHOUSES OF VICTORIA: PORT FAIRY LIGHTHOUSE

## History

There is little surviving evidence of Aboriginal use of the island, though it was visited by the local Gunditjmarra people, who knew it as Moleen. Following commercial investigation of the western Victorian coast, it was named after John Griffiths, an entrepreneur and merchant from Launceston, Tasmania. From the mid 1830's till 1843 the island served as a base for a bay whaling station for southern right whales, until the supply of whales was exhausted and the industry went into terminal decline. Some shipbuilding took place during the 1840's. and later the abandoned whaling station buildings were used by Flora Dunlop, widow of Victorian politician Alexander Dunlop, as a mission for young Aborigines. Because of the historic and archaeological significance, the island has been listed on the Vic Heritage Register.

## Griffiths Island Lighthouse

Griffiths Island Lighthouse was built in 1859 as a navigation aid at a time when Port Fairy was becoming an important trading port for western Victoria. Extensive harbour works undertaken then and subsequently, mainly to improve



the navigability of the Moyne River and its approaches, have affected the shape and boundaries of the island. The lighthouse operated by the Victorians Channels Authority, part of the Port of Melbourne Corporation. It was constructed on what was then Rabbit Island, at the eastern end of Griffiths, from local bluestone by Scottish stonemasons. The stairway was constructed with each step being inserted in the next course of stone in the outer wall. The lighthouse was initially manned by two keepers, with the last keeper to live on the island was there from 1929 to 1954, when the light was automated, the two stone keepers cottages were subsequently demolished in about 1956.



## Short-Tailed Shearwaters



On the island is a large breeding colony of short-tailed shearwaters, or muttonbirds as we know them, with an estimated 100,000 burrows, of which probably fewer than half are occupied during the

September – April breeding season.

Peter Watson

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# BIRDWATCHING AT SEA

## Black-browed Albatross Complex

The Black-browed Albatross complex consists of two species of small-medium black and white albatross and are named for their neat black eyebrow (supercilium). The two species, Black-browed Albatross and Campbell Albatross, are part of the Family Diomedidae. Many seabird experts include the two species in Molymawks, a group of eleven species of small to fairly large albatrosses of the Southern Hemisphere. Molymawks (Genus: *Thalassarche*) with white bodies, dark backs and back of wings have wingspans in the range 2 to 2.5 metres. The genus includes the Buller's Albatross complex (covered in a previous article).



Immature Black-browed Albatross | Albany, WA - May 2015

Species identification of young birds can be difficult as both species commence life with dark eyes and greyish plumage around the head and neck, including uniform sooty underwings. The juveniles of both species also commence life with dark grey/brown bills turning to a yellowish/orange colour as the individuals reach maturity.

## Black-browed Albatross (*Thalassarche melanophris*)

Conservation status in Australia: EPBC Act Listing Status listed as vulnerable. Wing span is 2.1 to 2.5 metres, body weight is in the range 2.9 to 4.6 kg.

The species breeds on Antipodes Island, Campbell Island and The Snares in New Zealand. It also breeds on islands off South America including islands off southern Chile, the Falkland Islands and South Georgia. It breeds on some of Australia's sub-Antarctic Islands including Heard and Macquarie Island.

## Campbell Albatross (*Thalassarche impavida*)

Conservation status in Australia: EPBC Act Listing Status listed as vulnerable. Wing span is 2.1 to 2.46 metres, body weight is in the range 2.2 to 3.8 kg.

The species breeds in colonies only on Campbell Island in New Zealand's Sub-Antarctic.

Both species occupy the southern oceans, moving north in the southern winter, regularly entering waters near the Australian continental shelf and occasionally inshore waters. Of the two species, Black-browed Albatross are more commonly observed from land or inshore waters at Eagles Nest, Inverloch, and Cape Woolamai and Seal Rocks, Phillip Island.

## References

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Scofield, P. & Stephenson, B. (2013). Birds of New Zealand: A Photographic Guide. Auckland: Auckland University Press



Adult Campbell Albatross | Port Fairy - May 2013

Article and photos | Geoff Glare



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