

Spring 2022 Edition

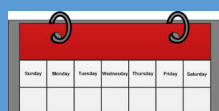


Newhaven Yacht Squadron QUARTERLY

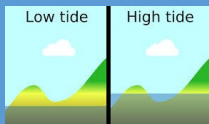


www.nys.org.au

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**DATES TO
REMEMBER**



**TIDES FOR
SAN REMO**



**NOTICES FOR
MEMBERS**



**BERTH
WAITING LIST**



**SCHEDULE
OF FEES**

YOUR COMMITTEE

Commodore

Peter Buitenhuis—0407 045 525

Email: Admin@nys.org.au

Vice Commodore

Noel Street—0409 024 903

Email: Admin@nys.org.au

Rear Commodore

Michael Dixon—0408 343 319

Email: Admin@nys.org.au

Secretary

David Tonkin—0412 422 667

Email: Admin@nys.org.au

Treasurer

Denis Loweth—0414 58 218

Email: Admin@nys.org.au

Social Secretary

Pat Street

Email: Admin@nys.org.au

Safety Supervisor

Florian Andrighetto—0419 435 367

Email: Admin@nys.org.au

Boating Secretary

Jim McWilliam

Email: Admin@nys.org.au

Motor Boat & Fishing Officer

Ray Mascaro—0418 352 534

Email: Admin@nys.org.au

Training Officer

John Baragwanath—0418 377 218

Email: Admin@nys.org.au

Building Officer

Nick Blackmore—0409 708 685

Email: Admin@nys.org.au

Other Committee Member

Ray Frith—0484 828 073

CONTACTS

Auditor

Cardell Assurance & Audit

Maintenance Yard

Glen Botterill—0419 514 395

Boutique Shop Sales

Email: Admin@nys.org.au

MARINA BOOKINGS

CASUAL BERTHS

Ray Frith—0484 828 073

PERMANENT BERTH APPLICATIONS

Email: Admin@nys.org.au

SUB-COMMITTEE MEMBERS

BUILDING

Nick Blackmore, Peter Buitenhuis, Peter Innes, Jim McWilliam and Gary Richards

MARINA

Noel Street, Derrick Kershaw, Ray Frith, Jeff Shawcroft, Glen Botterill, Florian Andrighetto, Geoff De Jong and Bill McIntosh.

FINANCE

Denis Loweth, Peter Buitenhuis, David Tonkin, Noel Street, John Baragwanath, Pat Street and Adam Adamson.

Youth

Michael Dixon, Stan Jackson, Gavin Russell, Scott Newman, Jim McWilliam, Mark Szutta and Nick Szutta.

BOATING

Michael Dixon, John Baragwanath, Ray Frith, Jim McWilliam, Alen Garrett, Cheree Dyson, Peter Loughrey, Peter Smith, David Sadler, Geoff De Jong and Mary Brown

SAILABILITY

Alen Garrett, Mary Brown, Stan Jackson, Peter Loughrey and Cheree Dyson

GRANTS

Peter Smith

MERCHANDISE

Denis Loweth and John Baragwanath

SOCIAL

Pat Street, Mim Kershaw, Rhonda & Peter Buitenhuis, Geoff De Jonge, Noel Street and Jean Dunstan

QUARTERLY

Peter Watson, Peter & Rhonda Buitenhuis

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NYS QUARTERLY EDITOR

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



COMMODORE'S COMMENT



Wishing you, your family and friends all the very best, and I hope you are keeping well and safe. Hopefully you have also been able to visit the club and been able to get out and do some boating.

Things are starting to get back to normal around the club after two and a half years of not being able to do many of the things that we all enjoy so much. Covid is still with us, and we need to remain cautious as best we can, but we can now move on and get things going again so that we can enjoy many of the activities and events that our wonderful club has to offer. There are many dates and events that you need to put into your calendars for club activities, and of course the more you get involved the more you get out of your club

On the social scene, of course we have our regular Saturday night get togethers which includes our Members' Draw; as I write this it now stands at \$375.00, and goes up by \$25.00 per week if the winner is not present, (but you have to be present to win). Saturday nights are really ramping up with much jovial fellowship to be had. If you have not been coming to Saturday nights, come along, you are very welcome and you will meet lots of new friends with similar interests in boating, sailing, and fishing. Of course, we have our very affordable bar which offers drinks at very low costs, and you are also always welcome to bring



friends and family. We have two billiard tables in the lower level for those who wish to participate in a game. The BBQ is available, and some members bring take away meals. We usually also have some party pies, tea and coffee available at no cost.

There are some important dates coming up.

Saturday, October 15th at 2.00pm is our AGM. Please put this date in your dairies and attend if you can as it is an important time to see what your club is doing. It is also when we hold the election of the Committee and each year there is an opportunity for members to stand for various positions if they wish assist in the running of our fabulous club. This year we also hope to present the proposed works to the building which the building



subcommittee, under the leadership of Nick Blackmore, have been working on for two years. Very exciting!

Under the Squadron rules, each year six positions come up for election, and the following positions are that are up for election this year are; **Vice Commodore** (Noel Street is retiring and we have one member who has put their hand up so far) **Treasurer** (Dennis Loweth has re-nominated for the position and would like to continue on) , **Boating Secretary** (Jim McWilliam is retiring and we have member also who has already put their hand up so far) **Motor Boat and Fishing** (Ray Mascaro has only recently been appointed and he wishes to stay on and has re-nominated) **Training Officer** (John Baragwanath has indicated he wishes to stay on and is

MORE FROM COMMODORE PETER

re-nominating) **Building Officer** (Nick Blackmore has also re-nominated and wishes to stay on). Another position that will become available is **Rear Commodore** Michal Dixon wishes to retire from the position, so we are looking for a suitable candidate to volunteer for this important position. I would like to thank the members that are retiring from Committee this year and wish them the very best and thank them for their hard work and input into the club. Also, for those who are re-nominating and nominating for positions, on behalf of the club I also would like to thank them for volunteering for these important positions. We always finish the day with an hour of complimentary drinks and a few nibbles.

On **Sunday 16th October** Ray, our Boating and Fishing officer, has organised a kid's fishing day for kids 12 years and under. Each child who registers will receive a special fishing rod kit, and afterwards we will have a family BBQ put on by the club. Parents or grandparents of course will need to be present to help supervise and it should be a fun day. All are welcome: members and members friends.



On **Sunday November 6th** starting around 9.00am will be the club's annual Working Bee. This traditionally is to prepare the club for the important Opening Day

held the following week. This is an opportunity when members can put in some effort and help spruce the place up for the season. It is always a great day; everyone works hard but has a bit of fun at the same time and gets a chance to meet many new members. Morning tea is supplied, and we finish with a BBQ and a few drinks on the club. Please come along and help get our club sparkling.

Saturday November 12th is our important Opening Day event. This year is particularly important as we are also celebrating our 60-year Anniversary. There will be gifts to celebrate this auspicious event for those who attend. The day starts around 2.00pm, we have the traditional sail past where yachts and motorboats and their participants dress up and sail past the Commodore to celebrate the opening of the season. We then have a guest speaker, this year our speaker is Hamish Hughes who is a past Commodore and with his parents was one of our founding members, so he has been involved in the club a very long time and has a wealth of knowledge on the history of the club. We always have some music and then we open the bar for complimentary drinks and refreshments. We also ask that those who attend bring a plate to share. It is always a wonderful day, if you haven't joined us for an opening day, this is a must and not to be missed.

With regard to Training, on Sunday 7th August we held a very successful first aid course for members, with nine participants who all enjoyed the course and have now received their certificates. Another first aid training day has been organised for those who missed out, it is set for **Sunday 13th November**, we already have 9 members who have registered so far which means we only have 3 more spots available. If you are keen, contact our Safety Officer Florian Andrighetto on secretary@nys.org.au. Florian has also brought to our attention that the State Government is preparing to shake up the rules related to boating. This includes the phasing out of 27Meg radios, the phasing out of flares, changes to the boating licences and use of life jackets among other things. If you want a say about these



changes, go to engage.vic.gov.au and contribute. We did also schedule a professional online Radio course but unfortunately, we did not receive great interest in the

YET MORE

A cartoon illustration of three sailboats on a blue body of water. The boat in the foreground has a light blue sail. The middle boat has a yellow sail with a pink and red stripe. The boat in the background has a blue and white striped sail. A watermark for 'classroomclipart.com' is visible in the bottom right corner.

The sailing
over
winter, we
held the
Stern
Chaser
Series
with their

Wishing all members safe boating and as always, I look forward to seeing members around the club and always pleased to hear from members.

Peter Buitenhuis



POWER BOATING & FISHING COORDINATOR RAY MASCARO



Spring is now just around the corner, and with warmer weather and daylight savings approaching, we now have opportunity to start enjoying more outdoor activities.

The first outdoor activity for this spring is a children's fishing day, this has now been scheduled for Sunday 16th October at 1.00pm. I encourage all members that have children, grandchildren or friends with children age of 12 years or younger to



email admin@nys.org.au and register your expression of interest and provide the name and age of the children that you wish to attend for that event.



All children that have been registered and attend will receive a Junior Anglers combo rod/reel

package. Early registration will assist me to gauge the expected numbers of children coming and to make sure that no child misses out on receiving a prize.



As well as the rod/reel package there will be lots more prizes that will be given out to all children that have been registered and are present on the day, the aim is to create a fun time for all children to enjoy.

During the afternoon we will also have a free sausage sizzle and soft drinks for all. A raffle will be drawn on the day for the adults where the prize will consist of a reversing camera suitable for car or boat.

I look forward to receiving your email registering your expression of interest in attending this event.

Be there and enjoy.....Ray



VICE COMMODORES REPORT

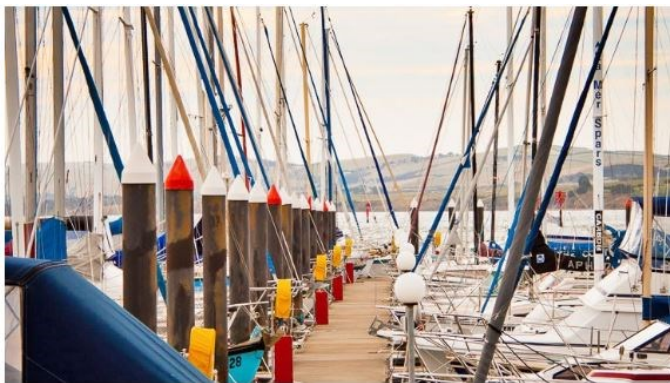
NOEL STREET



As there has recently been an increase in the number of marina berths being available for re-allocation to members, I thought it would be prudent to explain a few issues that may not always be apparent.

The maximum length of a boat for a particular berth is limited by the length of the finger beside the boat. The finger must be not less than 80% of the boat length. For example, the finger length for a 9.75 metre berth is only 7.8 metres. This means that if a 9.75metre boat occupies this berth, 1.95metres of boat will not be accessible from the finger!

We recommend that club members consider this when applying for a berth and if appropriate, choose a larger berth.



The other issue to consider is your boat's beam. The older part of the marina was constructed to accommodate the number and size of boats that occupied the old jetty berths which the floating berths replaced. This has resulted in some berths being restricted in the beam size allowed when the berth is reallocated to a new occupant. Also consider that if you accept a berth with beam restrictions, it may limit your choices if you purchase another boat.

Decisions on rectifying the storm damage on the Eastern end of the middle walkway are still with the Marina sub-committee. They are considering the benefits of refurbishment or repair. They will make a recommendation to the committee in due course.

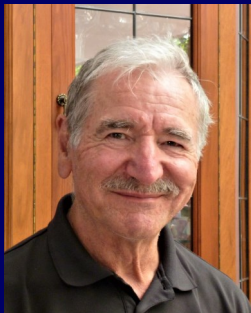
I will not be renominating for the position of Vice Commodore at the coming Annual General Meeting in October. Please consider standing for this important position. Below are the duties of the Vice Commodore as set out in the squadron's rules.

The Vice Commodore duties:

- (a) Assist the Commodore generally in the discharge of his duties.
- (b) Is responsible, subject to any direction given by the Committee or the Commodore, for overseeing the day to day operation of the marina and the boat yard and the maintenance of Squadron property, and
- (c) Shall act as Commodore during any absence of the Commodore or his inability to act and whilst so acting shall have and may exercise all or any of the powers of the Commodore.

If any member wishes to discuss the position, feel free to contact me.

Cheers Noel



SAFETY OFFICERS REPORT

FLORIAN ANDRIGHETTO



First Aid Course Well done to the nine participants of the First Aid Course completed on Sunday 7th August. A very comprehensive course ably run by Steph at 3 Rivers Training. Six participants were from NYS and 3 were from the Cowes Yacht Club. Many more members were interested but unable to attend on the 7th but will now be included in the next course which will conclude with the face to face session on Sunday 13th November 2022. At time of printing there are 3 positions still available so if interested contact me via Admin@nys.org.au

Defibrillator I would like to thank Bill McIntosh who detected a flat battery on our defibrillator (AED) that is positioned outside the east door, lower level of the clubhouse. Unfortunately, after receiving a new battery and pads, he and our Bosun Glenn Botterill identified further issues therefore it is now prioritised for a replacement. Thanks Bill.



Imminent legislative changes Keeping abreast of proposed changes to the boating rules and regulations, particularly in the areas of safety, I can advise that the state government has been calling for comment on draft regulations which by all accounts look like being introduced with support of boating organisations. These include the phasing out of 27meg radios, the phasing out of the need to carry flares in all inland waters if other safety equipment is carried onboard, eg., a compressed air horn or an Epirb or a personal

locator beacon (PLB). Changes also to the compulsory wearing of 'lifejackets', (referred to as PFDs in the current regulations), such as increasing the age to 12 for children etc. Other changes relate to the introduction of new licence courses and testing procedures. I will keep you fully informed as to when the legislation is enacted and comes into force.

Marine Radio Licences Many boat operators are unaware that it is compulsory to have a Marine Radio Operator's Certificate of Proficiency (MROCP) before you are permitted to operate a VHF radio. In fact VHF radios should not be sold without the MMSI number issued by AMSA being programmed into the unit. Before AMSA will allocate an MMSI number to you, you must provide proof of holding a MROCP. For this reason alone, we are investigating the avenues available for holding a radio operators course at the NYS as there are a number of boat owners who are technically operating a VHF radio unlawfully. With the imminent phasing out of 27meg radios, all the more reason to investigate holding a radio operators course at NYS.



Thank you to marina berth holders who have checked and renewed mooring lines and upgraded their electrical lead connections.

Be safe. *Florian*



SOCIAL REPORT

PAT STREET



Our Annual Squadron Dinner was held on Saturday 16th July. We had a smallish turn-out of some forty-odd members and friends who all enjoyed a meal and live entertainment.

The clubrooms looked a treat, thanks to the many people who helped to set things out. There are too many to name individually, however it all came together famously and I really appreciate all the help they gave.

A "lucky seat" draw and the solar panel raffle added to the fun.

Our AGM is to be held on Saturday 15th October, so please make a note in your diary to come and



participate. A number of vacancies for your committee will be decided with the help of your votes. After the formal proceedings, drinks and afternoon tea will be served.

We are also having a fun day on Melbourne Cup day, 1st of November. This is a BYO affair, with



sweeps on each of the races, beginning at 12.30. Bring along some coins for the sweeps. You may be a lucky

winner! Drinks will be available for purchase from the bar, or BYO if you prefer.

There will be a prize for the "best dressed hat" for the afternoon.

Our working bee, to spruce up the clubhouse and gardens ready for opening day is on Sunday 6th November. Morning tea is provided, as is an informal BBQ lunch and a cool drink to finish off the hard work.

If any of our ladies has a mind to bring along some sweet treat to help with morning tea, that will be greatly appreciated.



Then, after all the hard work at the working bee, the following Saturday is the official opening day for the season, plus a celebration of our 60th anniversary. Time to dress up yourselves and your boat for the official sailpast. Refreshments are served after the formalities are over.

The members draw each Saturday evening during happy hour has so far not had a winner in the room. We have however, had regular "Saturday night friends" who unfortunately missed being part of the group on the night their number was drawn. Perhaps another time!

Look forward to seeing you about the clubrooms, either at one of our regular get togethers, or just for a cuppa and a chat. If you would like to join our Social Committee, please let me know. Everybody is welcome to come and help make things happen on the social scene at NYS.

Cheers, *Pat*



FIRST AID TRAINING COURSE YVONNE BROWN



On Sunday 7th August 2022, I attended the face-to-face session of the first aid training course at Newhaven Yacht Squadron. The course was organised by Florian Andrighetto our Safety Officer and presented by Steph Bedggood ably assisted by her daughter Jess.

The course is a collaboration between Alen's Training who provide the online training component and 3 Rivers Training who manages the hands-on training and assessment and is owned by Steph Bedggood. Nine people attended the training morning at Newhaven Yacht Squadron, six from NYS and three from the Cowes Yacht Club. All had completed the online component of training in their own time before the face-to-face session at NYS.



The online training consisted of a number of videos with multiple-choice tests following each section. The training videos are available to the participants online for the next three years.

The face-to-face session is conducted by Steph who is a registered nurse with 20 years of experience, nine of those years working in emergency departments. She has also spent many years in the

educational side of her work. This experience enabled her to lead the discussion with many real life experiences designed to help us understand the first aid principles at a deeper level.



With Covid remaining an issue special care was taken for each participant to be well spaced apart. Everyone had their own adult and baby mannequins, as well as individual training AEDs. Each was given an EpiPen and an AnaPen, asthma puffer and spacer and several types of bandages to practice with. All equipment used on the day is sanitised before and after training.

Steph's presentation was well organised and she welcomed any questions throughout the morning. I would encourage all members to take the opportunity to do the next course which I understand will be later on this year. Thank you also to the Newhaven Yacht Squadron for subsidising the course at \$25 per member for those of us who were involved.



Yvonne Brown

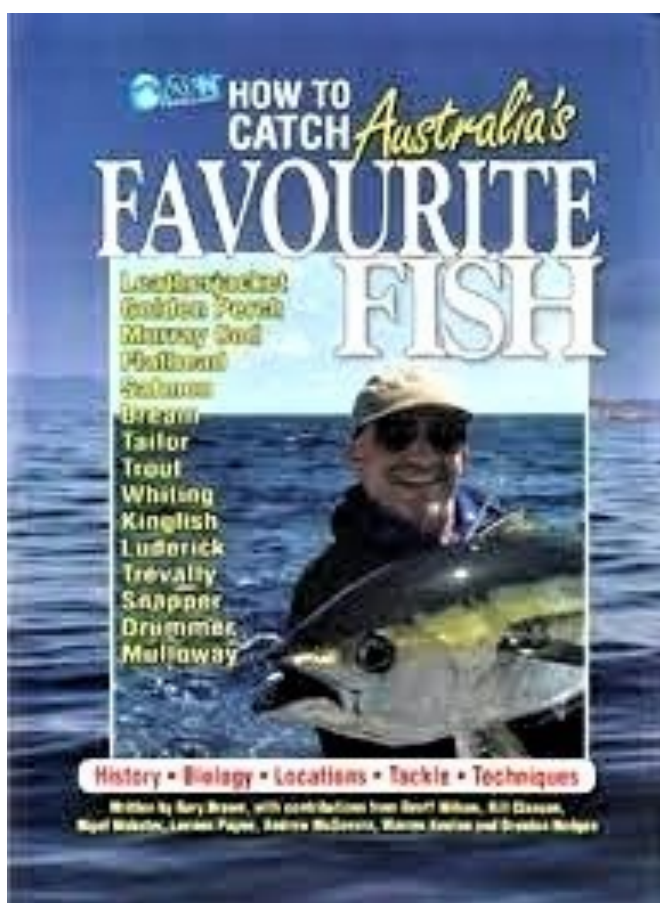
BOOK REVIEW

HOW TO CATCH AUSTRALIA'S FAVORITE FISH

By GARY BROWN



This book is to get anglers out on the water catching fish. It does so by covering our most popular species and detailing the tackle, techniques and skills required to catch them.



Precise descriptions and colour photos illustrating techniques makes understanding the aspects of fishing easy. With the explosion in popularity and success of using hardbodies to catch these species there has been considerable space devoted to those skills.

However this has not been at the expense of the ever-successful bait fishing methods and the basic understanding where and how to find fish. The book provides both technical information required

to turn any person into a competent angler and the inspiration for that individual to get out there and catch a few fish.

Gary started fishing with his Dad when he was about 5 years old, where they travelled throughout NSW and interstate on their holidays. He says he will never forget catching his first bream on a pudding bait made by his Dad. From those early years, he started to target fish species like Whiting, flathead, leatherjacket, luderick, John Dory and many more in estuaries and bays.



When he was 14, he bought his first boat and started fishing out on the south coast of NSW, where he could chase snapper, tuna, morwong, mulloway, bonito and many other types. Not being content with that style of fishing he also took up rock and beach fishing, targeting, drummer, bream, tailor, Australian salmon, whiting, dart and kingfish off many a deep water ledge and washes around Australia.





SAILABILITY REPORT

ALAN GARRETT



The thing that gives me a great deal of enjoyment and fulfillment is my involvement with Sailability at Newhaven Yacht Squadron. I enjoy collaborating and working with other like-minded members in providing a service to our community. We get a great deal of support from the Squadron in providing the Sailability Shed, the Club Boat, the Sailability equipment and most of all the administrative structure and capacity. We receive very positive feedback from the participants in the programs and the organisations from which they come. We have a great group of member volunteers who cheerfully provide the programs. The programs are overseen by the Sailability Sub-Committee: Alen Garrett, Cheree Dyson, Pete Loughrey, Mary Brown, and Stan Jackson.

We would encourage members to learn more about the programs and if possible, become involved. The programs need a variety of skills and capabilities: life jacket fitters, powerboat drivers to skipper the patrol boats, dinghy sailors, dock hands, radio operators, someone to meet and greet, someone to make cups of tea. Please contact

me or any of the committee members to find out more about Sailability.

One program that we hope to reinstate is the Fishing program run in late November during Social Inclusion Week. On this day our power boaties take out young adults from local care agencies for a ride under the bridge or a go at fishing. We may even be able to run several of these programs during the year.

Enjoying our winter break but looking forward to starting our Sailability Programs in the warmer weather.

Cheers Alen





BOATING REPORT

JIM McWILLIAM



It's been a pretty good winter so far, the weather has been kind with a few good races held and a couple of different crews and boats taking part. Last winter race is 27th August and the first Summer Series race is the 10th September.

If you own a sailboat, have a crack at racing it's a great way to learn how your boat handles different conditions, and a great opportunity for development of crew skill. The races are all monitored from our radio tower, a team of volunteers stands by ready to help if there are any boats needing assistance.

Last summer we had a power boat event scheduled and quite a few crews mentioned they couldn't take part as no crew member held a VHF Radio Licence. So NYS arranged an instructor to deliver the course and arrange for the licence, but we had not one participant. A little disappointing to say the least. The old saying about a horse and drinking water rings a bell.

If you are unsure of how to prepare your boat for any planned usage, please ask around the club and you will get plenty of advice about any topic.

Glen our Maintenance Yard Manager is always ready to assist with maintenance if you require that. We are lucky to have Glen operating in the maintenance yard as you may have discovered if you have had dealings with other so called boat maintenance yards around the country.

The rumour mill has been churning away about a number of boats changing hands, and with that some more participants entering in future races are forecast, some new faces and a couple of older ones I believe. The more the merrier!

So get on the tools and start preparing your boats for summers fun and games! Hope to see you out on the water. Don't forget to talk to the seal at the top light on your way past.

On behalf of all NYS members. I would like to thank all the boating volunteers for your interest, enthusiasm and support of the boat program, you people are the driving force behind any boat event and with you we would be at a complete standstill.

Stay calm and Sail on! Regards your from your Boating Team

WELCOME

NEW

MEMBERS

Doug O'Brien

Gavin Masterman-Smith & Tegan Doherty

Lisa McDowell

Jacob Maher & Gemma Newall

Andrew & Rae Humphries

POINT LONSDALE LIGHTHOUSE



The first navigation aid at Point Lonsdale was a signal station erected in 1852. In 1856 a red pillar beacon was built and in 1863 the original Queenscliff Low Light, a prefabricated wooden structure was built at the point and painted with distinctive black and red bands. It used a temporary light until a permanent light was built in 1867. It was replaced by the current concrete



tower in 1902, with the wooden tower dismantled and cut up for firewood in 1912.

The responsibility for the light passed in 1915 from the State of Victoria to Commonwealth control. It was handed back in 1934 with the lighthouse 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 and controls the movement of shipping within designated areas both inside and outside Port Phillip Heads, making it possibly the last manned lighthouse in Australia.

The lighthouse precinct contains not only the light itself, but other buildings associated with

lighthouse operations and navigation, as well as nearby military defence structures built during the First and Second World Wars. The whole area is considered to be of architectural, historical and archaeological significance to the State of Victoria, and has been listed by Heritage Victoria as heritage number H1517.

The buildings include a foghorn shed built in 1884 and an explosives shed later used for signalling rockets in 1891. The foghorn signal is two blasts every 30 seconds and the light has a focal height of 36.6 metres or 120 feet, with a nominal range of 22



kilometres for the white light and 19 kilometres for the red light. Its characteristic is two white flashes every 15 seconds. The red lights indicate the port edge of the channel.

In modern times the lighthouses exterior was restored in 1997 and again in 2002, Heritage Vic cooperated to restore the interior.

Celebrations of the structures centenary were held on 23 March 2002.

SS SCHOMBERG

WRECKED 27 DECEMBER 1855



The SS Schomberg sailed from Liverpool on 6 Oct 1855 carrying 430 passengers, and a large cargo for the Geelong and Melbourne Railway Company, it was her maiden voyage. In a letter to the S A Register it was said, "The vessel with provisions for the voyage out and home, cost 60,000 pounds and was not fully insured. The freight amounts to 35,000 pounds. At first on her maiden voyage, she enjoyed moderate winds to the equator which she crossed on 28 days, and then drifted into calms and



light airs for two weeks. From the Greenwich meridian in 19 days, she proceeded at an average of 423 miles per day, on Christmas day she sighted Cape Bridgewater, then 81 days out she was wrecked on 27 December 1855 passing the Victorian coast. She was nearing the end of her voyage, close inshore off Cape Otway at Curdies Inlet, (now called Schomberg Reef), east of Peterborough and 150 miles west of Melbourne. When the wind suddenly dropped the ship drifted onto an uncharted reef and became stuck fast. There was no loss of life, all passengers, crew and mails were taken off by a passing coastal steamer, the Queen, out of Port Fairy the following morning and taken to Port Phillip. Her mail was redirected to Sydney later.

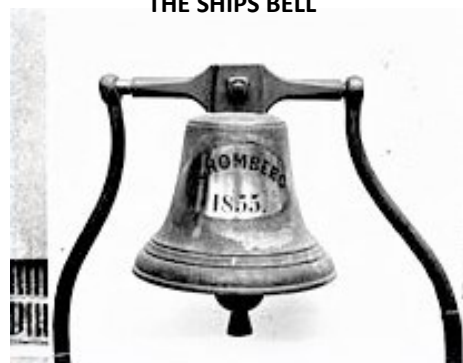
Attempts to re-float her were unsuccessful, and she eventually broke up on 6 January 1856.



SS SCHOMBERG ON THE REEF

As a result of the incident, her captain, James 'Bully' Forbes was charged with gross negligence for wrecking her. It was said that he had been below deck playing cards with two ladies. One Miss Hart, an 18 year old passenger. The mate came down and reported that the ship was getting rather close to the land and suggested going about. Forbes, who had a temper, insisted on playing another rubber of whist before going about. But at 11.00am he came on deck and gave the order to 'bout ship'. The captain was cleared, as the sandbank was uncharted and there was, 'not enough evidence to show he had not used every precaution necessary to save his ship'. Public outrage ensued.

THE SHIPS BELL





MEET A MEMBER

HARDY WELLER



I was born in a small town in southern Germany. In early 1951 my parents immigrated to possibly live in Cyprus. My Grandparents had lived there during WW2, we lived in Larnaca. I loved Cyprus which at that time was still under a British Mandate and we would have probably stayed there, however the political climate was getting tense so after 6 months the family moved on to Australia.



Our first stay was Bentleigh East with relatives and was also my first School in Australia. I could not speak a word of English so I started again in preps. In mid-1952 my dad bought a small dairy farm in Carrum Downs. The farm was very run down as

was the old ramshackle house, no electricity, lights, fridge, and heater were Kerosene. My jobs included ensuring all the lights were topped up with Kerosene every day. The drop toilet was about 20 yards from the house and the occasional snake on the path made the trip hazardous at night.

In 1956 I started at Dandenong Tech. the School having only been established in 1953. At the time Dandenong was a thriving regional and industrial Hub with palm trees in the center of the Princes highway. In 1960 I started a Toolmaking apprenticeship, however my heart was firmly set on a career in Marine Engineering. After completing that, another year in heavy industry was a prerequisite so I spent this time at the naval dockyard in Williamstown. HMAS Swan, a River class Frigate, was under construction at the yard.

In spare time I built my first ski boat made of marine ply construction with an old Ford v8 side valve engine, much water skiing was done between constant engine repairs. Our venue was often Eagle Point on the Gippsland lakes. We also went Roo shooting in

Pooncarie, and spent many hours roaring among hay bales on the farm wrecking old cars. One I particularly remember was an early 40s Hudson straight 8, which would be very valuable today. I also had an old BSA motorbike to roar around the back roads.

My first employer was Union Steamship Company of New Zealand which serviced NZ, Pacific Islands and Australia. In early 1966 I proudly joined the Seaway Queen as a newly minted junior Engineer and served on 5 of their ships



Later that year I purchased a block of land in Cape Woollamai, a new development, the attraction being a boat ramp at the end of Vista Drive. This ramp is now long gone.

I met my wife Rosemarie at a dance in Bayswater, and we were married in 1968. We now had our son Ralph and decided I would continue further studies at RMIT on the Marine Engineering ladder. At that time my dad asked me to work the farm with him and I left Union Steamship Co., but as is often the case this didn't work out too well.

I went back to marine engineering and I joined Associated Steamship Company which was a ship management organization managing Australian based ships for BP, Shell, Mobil and Esso Tankers, Union Bulkship Co. and Container ships plus a number of other general cargo vessels

We built a house in Bayswater and after 4 more years at sea it was decided the Marine life was not very family friendly and changes needed to be made.

Around 1975 whilst traveling to our block I discovered the Newhaven Yacht Squadron. I made contact with our first commodore, Percy Fraser and was signed up by Hugh Stuchbery (our late Commodore Kens father),

Hugh was Secretary. At that time, we purchased our first yacht, a Whittley built Jedda, which became the 3rd boat in the newly built marina after Bob Hughes Columbia 27 yacht "Trevelly" which was the first in. We sailed "Tehani" around Westernport Bay, Rosemarie was not a keen sailor, mainly I think put off by my sailing inexperience. After numerous incidents, one in particular where our entrance to the marina almost ended in being pushed under the low sector of the bridge between the rocks with a failed engine and anchor dragging during a very strong outgoing mid tide, there were quite a few other mishaps!

The family had now added two daughters, and our small original Coldon Home was constructed on our block in Cape Woolamai. I then purchased a Peter Cole designed 26 Hull and deck which resided in the back yard in Bayswater for a number of years while I fitted out the interior. On completion in the early 80s we built a trailer out of an old Bedford truck body, similar to those in use



for many years in our maintenance yard. With the boat on the trailer and the old farm truck we set out from dad's place in Carrum Downs at 0200 one morning, hoping to

avoid the Constabulary. Luckily the transport went without incident and the yacht was launched, but had to be retrieved onto the trailer a day later due to one of the keel bolts leaking.

The Jedda had been sold so my berth was ready for the new arrival. Over the next number of years we raced in most of the clubs Saturday events, however top achievements were rare, (we blamed the high handicap!) In that period Bob Phillips also had a Cole 26 in the club so the racing was interesting, at that time we raced under the old JOG rules. This racing included some from Hastings to Queenscliff in Port Philip bay and down to the Glennies.

In September 87, I was offered a position running a small division of a large Australian company, however by end October after only 2 months into the job the Stockmarket had collapsed and the large corporation fell apart.

This was a difficult period for the family with school fees, very high mortgage interest rates etc., a new job

had to be found quickly and the yacht and berth was sold. I was successful in securing a position in factory operations with an Australian owned small electric motor producer supplying the 4 local automotive manufacturers with wiper motors, and other small motors. I had little time for NYS activities then, although I remained a financial member my yachting had come to a standstill.

After 7 years in this industry, I joined a company that had taken over the remnants of the Australian arm of a Swedish match manufacturer, part of my responsibility included a small match manufacturing plant in Lae New Guinea. The manager lived in a guarded compound and travel to and from any destination at that time was by car only, walking outside was considered too dangerous due to crooks known locally as "Rascals".

Over my working life I had the opportunity to travel to many countries of Europe, Asia and Pacific, meeting business people of many nationalities and being able to see their work environment culture, and factories.

On retirement Rosemarie and I caught the caravanning bug and with friends toured to most corners of our beautiful country and hope to continue heading north during winter months. We also love Cruising and have enjoyed trips to Europe, Asia and the Pacific.

The sea was still beckoning and our Jarkan 33 "Yonder" had been purchased together with a berth on the now expanded Marina, my dreams of distance sailing however stayed "just dreams" and the yacht was recently replaced with an Arvor Weekender.



I'm somewhat saddened to see that virtually none of the industries I was involved in remain in Australia. I saw the last cargo ship built in Whyalla roll off the slipway, the BHP "Iron Monarch" which ran to Westernport for many years bringing rolled steel to the Lysaght plant. On a cheerful Note our Yacht squadron has prospered, both Marina and Clubhouse have expanded and I'm proud to say that I have known every Commodore since the clubs inception.

Happy boating and see you around the Club. *Hardy.*



AGM

THE NEWHAVEN YACHT SQUADRON AGM IS ON SATURDAY 15TH OCTOBER AT 2.00PM.

IT IS VERY IMPORTANT THAT YOU AS A MEMBER ATTEND, SO YOU CAN SEE WHERE THE CLUB IS GOING AND WHAT WE ARE LOOKING TO ACHIEVE OVER THE NEXT 12 MONTHS

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SHORT-TAILED SHEARWATER

ARDENNA TENUIROSTIS



The Short-tailed Shearwater, known as mutton birds, is Australia's most numerous seabird. During breeding season, millions coverage on many small



islands from NSW to Western Australia, with their stronghold in Bass Strait. After their chicks are large enough to fend for themselves, the adults leave the breeding islands and migrate north-east, flying on a broad front through the central Pacific Ocean, where immense numbers were seen by

In summer months, enormous flocks of birds head south to the breeding grounds. Some counts have recorded numbers as great as 60,000 individuals passing every hour, with over 18 million birds making the trek. At this time a number of birds are washed up on beaches and die from exhaustion, sickness and bad weather. Most of these are the young birds hatched during the previous breeding season. Considering the incredible numbers of birds that make this annual migration, the number of fatalities is fairly small.

The bird is mostly dark brown in plumage, although the underwing occasionally has traces of white in the centre. The tail is rounded and, when in flight, the dark grey feet trail slightly behind.

The species may sometimes be confused with the slightly larger Sooty Shearwater, which measures up to 46 cm, with a longer bill and more pronounced white under the wings.

Eds note: On our trips through Bass Strait when we were sailing on summer holidays, we often saw hundreds if not thousands of these birds leaving the water. See left. We can only assume that they were chasing small fish below the surface and they would appear from below as we sailed into their feeding grounds.



Captain Cook. They spend the southern winter at sea in the northern Pacific off Japan, Siberia and Alaska.



AROUND THE CLUB



MORE AROUND THE CLUB NOW AND THEN



The marina at NYS started with a hole dug with a bull dozer, posts were dug and banged in and then walkways were built using much of the timber from the old suspension bridge. Harold Waldron, Clerk of Works for the 'new' bridge, a member of NYS had access to a lot of material. All the work was done by volunteers.



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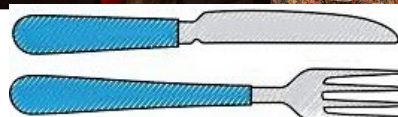
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NYS SQUADRON - ANNUAL DINNER

2022





NYS SQUADRON - ANNUAL DINNER 2022

By RHONDA BUITENHUIS

After the past two years of Covid restrictions, this year's Annual Squadron Dinner on July 16th was a more intimate evening, with around forty five people attending. This was possibly a good thing considering the increase in Covid cases in Victoria in recent weeks.

On arrival guests were welcomed with a complimentary glass of champagne and nibbles, provided by the Social Sub Committee, and members and guests enjoyed the opportunity to mingle and catch up with fellow members and friends before they were seated ready for a lovely two course dinner.

After the meal everyone enjoyed the music and lots of dancing provided by Rockhouse, our band for the evening who entertained everyone with their selection of catchy rocking music, bringing back memories of the fifties and sixties and inspiring us all to get up off our seats and onto the dance floor. So much fun and the night just flew by!

Patchwork ladies, and the lucky winner was one of our members, Yvonne Brown, who was thrilled with her prize.

We also drew our major raffle for the 160 Watt solar panel donated by Ray Mascaro. The winner was William Dunstan, grandson of members Phil and Jean Dunstan. He has been notified and was delighted to hear the good news.



We had a lucky door prize on the evening, which was a beautiful patch work quilt donated by the Newhaven

In all, it was an excellent night and it was terrific to see many new members attending and all having a great time.



Cluckingham Palace



Can't stay mad at these giants, they seem to be living with an innocent puppy soul.



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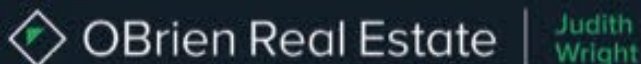
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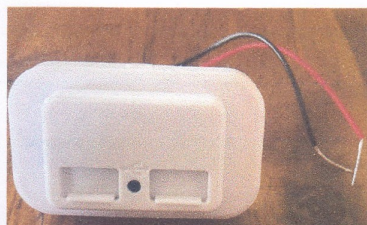
Lithium Iron
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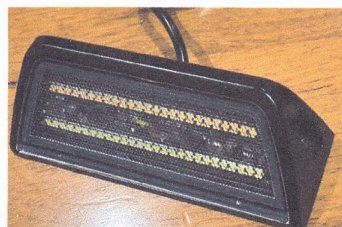
12VOLT BILGE PUMP
1100 SERIES
\$27.50



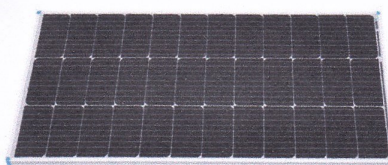
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\$105.60



UP AND COMING EVENTS

MICHAEL DIXON

	High Tide	Low Tide	Event	Briefing	Start	OOD	Radio	Start/Rescue Boat
Sep 22								
Saturday 3			Happy Hour & Members Draw		1730	Social Committee		
Sunday 4								
Saturday 10	1214-2.64	1800-1.05	Summer Aggregate Race 1	1100	1200	TBA		
			Happy Hour & Members Draw		1730	Social Committee		
Saturday 17			Happy Hour & Members Draw		1730	Social Committee		
Saturday 24			Footy Grand Final					
			Happy Hour & Members Draw		1730	Social Committee		
Oct 22								
Saturday 1	1617-2.71	1014-0.80	Summer Aggregate Race 2	1100	1200	TBA		
			Happy Hour & Members Draw		1730	Social Committee		
Saturday 8	1140-2.56	0432-0.73	Single Hander Race	1000	1100	TBA		
			Happy Hour & Members Draw		1730	Social Committee		
Saturday 15			Annual General Meeting		1400			
			Happy Hour & Members Draw		1730	Social Committee		
Sunday 16			Kids Fishing Day in the Marina		1900	Ray Mascaro		
Saturday 22			Happy Hour & Members Draw		1730	Social Committee		
Saturday 29	1615-2.71	1016-0.86	Summer Aggregate Race 3	1100	1200	TBA		
			BYO & Happy Hour		1730			
Nov 22								
Tuesday 1			Melbourne Cup Day at WVS		1230	Social Committee		
Saturday 5			Happy Hour & Members Draw		1730	Social Committee		
Sunday 6			Working Bee		0900	Vice Commodore		
Saturday 12			Opening Day and Sell Post		1400	Rear Commodore		
			Happy Hour & Members Draw		1730	Social Committee		
Saturday 19			Happy Hour & Members Draw		1730	Social Committee		
Saturday 26	1500-2.62	0909-1.02	Commodores Cup	1100	1200	Commodore		
			Happy Hour & Members Draw		1730	Social Committee		
Dec 22								
Saturday 3			Annual Christmas Dinner		1800	Social Committee		
Saturday 10	1458-2.45	015-1.06	Summer Aggregate Race 4	1100	1200	TBA		
			Happy Hour & Members Draw		1730	Social Committee		
Saturday 17			Happy Hour & Members Draw		1730	Social Committee		
Saturday 24								
			Happy Hour & Members Draw		1730	Social Committee		
Sunday 25			Christmas Day					
Monday 26			Watch the start of the Sydney to Hobart - BYO Lunch		1200	Social Committee		
Saturday 31			New Years Eve			TBA		
Jan 23								
Sunday 1			New Years Day.					
Saturday 7			Happy Hour & Members Draw		1730	Social Committee		
Sunday 8	1420-2.30	0640-1.20	Powerboats Around French Island Cruise	0900	1000	TBA		
Saturday 14			Happy Hour & Members Draw		1730	Social Committee		
Saturday 21			Happy Hour & Members Draw		1730	Social Committee		
Thursday 28			Australia Day					
Saturday 28			Overnight Cruise			TBA		
			Happy Hour & Members Draw		1730	Social Committee		

WESTERN PORT (STONY POINT) – VICTORIA

LAT 38° 22' S LONG 145° 13' E

Times and Heights of High and Low Waters

2022

Local Time

SEPTEMBER

Time	m	Time	m
1 0402 2.81		16 0504 3.02	
0941 0.80		1038 0.80	
TH 1613 2.87		FR 1654 2.84	
2207 0.62		2249 0.38	
2 0445 2.87		17 0543 2.96	
1022 0.83		1115 0.88	
FR 1645 2.85		SA 1724 2.77	
2244 0.52		2324 0.42	
3 0530 2.90		18 0619 2.88	
1103 0.90		1150 0.97	
SA 1716 2.82		SU 1753 2.69	
2321 0.45		● 2359 0.49	
4 0614 2.89		19 0654 2.78	
1145 0.99		1225 1.07	
SU 1750 2.76		MO 1823 2.60	
●			
5 0000 0.43		20 0032 0.59	
0700 2.84		0730 2.68	
MO 1227 1.10		TU 1300 1.17	
1826 2.69		1856 2.50	
6 0040 0.44		21 0108 0.70	
0751 2.76		0810 2.57	
TU 1312 1.22		WE 1337 1.28	
1909 2.62		1934 2.39	
7 0126 0.48		22 0147 0.82	
0847 2.68		0858 2.47	
WE 1402 1.32		TH 1424 1.37	
2004 2.53		2024 2.29	
8 0222 0.56		23 0238 0.94	
0952 2.63		0957 2.40	
TH 1508 1.37		FR 1528 1.43	
2117 2.46		2132 2.22	
9 0333 0.64		24 0346 1.03	
1104 2.64		1105 2.40	
FR 1630 1.34		SA 1646 1.39	
2246 2.45		2258 2.24	
10 0457 0.68		25 0505 1.05	
1216 2.71		1209 2.47	
SA 1755 1.18		SU 1757 1.25	
○			
11 0016 2.55		26 0017 2.37	
0616 0.66		0615 1.01	
SU 1321 2.82		MO 1303 2.57	
1904 0.95		● 1852 1.06	
12 0133 2.72		27 0121 2.56	
0724 0.63		0711 0.94	
MO 1417 2.91		TU 1349 2.66	
2001 0.73		1937 0.86	
13 0238 2.88		28 0215 2.75	
0822 0.63		0759 0.89	
TU 1505 2.95		WE 1430 2.73	
2050 0.55		2018 0.67	
14 0334 2.99		29 0302 2.90	
0912 0.66		0843 0.86	
WE 1546 2.94		TH 1506 2.77	
2132 0.43		2058 0.51	
15 0422 3.03		30 0348 3.01	
0957 0.72		0926 0.85	
TH 1622 2.90		FR 1542 2.78	
2213 0.38		2138 0.39	

OCTOBER

Time	m	Time	m
1 0431 3.06		16 0609 3.03	
1008 0.86		1148 0.90	
SA 1617 2.78		SU 1746 2.68	
2218 0.32		2346 0.42	
2 0615 3.06		17 0642 2.94	
1150 0.91		1221 0.96	
SU 1753 2.75		MO 1817 2.63	
2359 0.31			
3 0700 2.99		18 0020 0.50	
1232 0.98		0715 2.84	
MO 1830 2.70		TU 1253 1.03	
●		● 1849 2.55	
4 0040 0.35		19 0053 0.61	
0745 2.89		0748 2.72	
TU 1315 1.07		WE 1325 1.11	
1912 2.63		1924 2.45	
5 0123 0.43		20 0126 0.74	
0833 2.77		0825 2.60	
WE 1359 1.15		TH 1400 1.19	
2000 2.54		2003 2.35	
6 0210 0.56		21 0203 0.87	
0926 2.65		0907 2.49	
TH 1450 1.21		FR 1443 1.25	
2102 2.45		2056 2.26	
7 0308 0.70		22 0250 1.01	
1028 2.57		0958 2.41	
FR 1557 1.22		SA 1538 1.28	
2224 2.40		2206 2.21	
8 0422 0.83		23 0354 1.14	
1137 2.55		1059 2.37	
SA 1717 1.14		SU 1649 1.23	
2356 2.45		2332 2.27	
9 0548 0.89		24 0516 1.20	
1246 2.59		1205 2.38	
SU 1835 0.96		MO 1802 1.09	
10 0119 2.62		25 0052 2.44	
0707 0.87		0637 1.18	
MO 1350 2.67		TU 1306 2.45	
○ 1940 0.74		● 1903 0.89	
11 0229 2.82		26 0158 2.68	
0814 0.83		0742 1.11	
TU 1445 2.75		WE 1400 2.53	
2033 0.55		1955 0.67	
12 0327 2.99		27 0253 2.91	
0908 0.80		0835 1.04	
WE 1530 2.78		TH 1447 2.61	
2119 0.42		2041 0.48	
13 0415 3.09		28 0344 3.08	
0955 0.80		0924 0.97	
TH 1610 2.78		FR 1531 2.66	
2200 0.35		2126 0.33	
14 0458 3.12		29 0431 3.17	
1036 0.82		1009 0.93	
FR 1645 2.75		SA 1613 2.70	
2237 0.33		2210 0.24	
15 0535 3.09		30 0517 3.20	
1114 0.85		1053 0.92	
SA 1715 2.72		SU 1654 2.72	
2313 0.36		2255 0.21	
31 0602 3.15			
1137 0.93			
MO 1736 2.71			
2339 0.25			

NOVEMBER

Time	m	Time	m
1 0646 3.06		16 0643 2.88	
1221 0.95		1227 1.02	
TU 1820 2.66		WE 1824 2.50	
○		○	
2 0024 0.35		17 0019 0.65	
0731 2.93		0715 2.78	
WE 1305 0.99		TH 1259 1.05	
1908 2.59		1901 2.42	
3 0110 0.50		18 0052 0.77	
0817 2.80		0748 2.68	
TH 1352 1.02		FR 1332 1.08	
2005 2.50		1944 2.35	
4 0200 0.68		19 0130 0.90	
0906 2.67		0825 2.58	
FR 1445 1.03		SA 1411 1.08	
2115 2.42		2037 2.29	
5 0300 0.87		20 0215 1.05	
1001 2.57		0908 2.50	
SA 1547 1.00		SU 1459 1.06	
2237 2.42		2145 2.28	
6 0412 1.02		21 0313 1.19	
1103 2.52		0959 2.43	
SU 1659 0.91		MO 1557 0.99	
		2304 2.37	
7 0000 2.53		22 0427 1.30	
0533 1.10		1059 2.39	
MO 1209 2.51		TU 1702 0.87	
1807 0.76			
8 0112 2.71		23 0021 2.55	
0649 1.09		0549 1.33	
TU 1311 2.54		WE 1203 2.39	
○ 1908 0.61		1809 0.71	
9 0214 2.90		24 0129 2.78	
0754 1.04		0703 1.28	
WE 1405 2.58		TH 1306 2.44	
2000 0.48		● 1909 0.52	
10 0305 3.04		25 0228 2.99	
0847 0.99		0806 1.20	
TH 1452 2.60		FR 1404 2.51	
2044 0.39		2004 0.36	
11 0351 3.12		26 0323 3.14	
0932 0.95		0900 1.11	
FR 1531 2.62		SA 1458 2.58	
2125 0.36		2057 0.24	
12 0430 3.13		27 0415 3.22	
1012 0.93		0950 1.03	
SA 1607 2.63		SU 1548 2.64	
2202 0.36		2146 0.18	
13 0505 3.10		28 0503 3.23	
1048 0.94		1038 0.97	
SU 1641 2.63		MO 1637 2.69	
2238 0.39		2236 0.18	
14 0539 3.05		29 0549 3.19	
1122 0.95		1125 0.91	
MO 1715 2.61		TU 1728 2.69	
2313 0.46		2325 0.26	
15 0611 2.97		30 0635 3.10	
1155 0.98		1212 0.87	
TU 1749 2.57		WE 1819 2.67	
2346 0.55			

DECEMBER

Time	m	Time	m
1 0013 0.39		16 0649 2.83	
0718 2.99		1238 0.96	
TH 1259 0.84		FR 1847 2.44	
○ 1915 2.61		○	
2 0102 0.57		17 0029 0.79	
0801 2.86		0719 2.76	
FR 1346 0.81		SA 1312 0.92	
2016 2.54		1931 2.41	
3 0153 0.78		18 0107 0.91	
0845 2.74		0752 2.68	
SA 1436 0.78		SU 1347 0.87	
2124 2.51		2023 2.40	
4 0250 0.97		19 0152 1.05	
0932 2.63		0828 2.61	
SU 1530 0.75		MO 1428 0.81	
2235 2.53		2124 2.42	
5 0354 1.14		20 0245 1.19	
1025 2.53		0911 2.53	
MO 1629 0.70		TU 1515 0.74	
2345 2.61		2232 2.49	
6 0505 1.23		21 0347 1.32	
1123 2.46		1002 2.45	
TU 1730 0.64		WE 1613 0.65	
		2345 2.62	
7 0049 2.73		22 0500 1.40	
0617 1.26		1105 2.40	
WE 1223 2.43		TH 1717 0.55	
1828 0.57			
8 0146 2.87		23 0055 2.79	
0722 1.22		0618 1.40	
TH 1320 2.42		FR 1214 2.40	
○ 1920 0.51		● 1826 0.44	
9 0238 2.97		24 0200 2.95	
0818 1.16		0731 1.33	
FR 1410 2.44		SA 1323 2.45	
2008 0.47		1932 0.32	
10 0323 3.03		25 0301 3.08	
0906 1.11		0835 1.22	
SA 1455 2.48		SU 1429 2.53	
2052 0.44		2033 0.23	
11 0402 3.05		26 0357 3.16	
0947 1.06		0932 1.09	
SU 1535 2.52		MO 1530 2.62	
2132 0.44		2130 0.20	
12 0440 3.04		27 0448 3.19	
1026 1.03		1024 0.96	
MO 1614 2.54		TU 1629 2.69	
2210 0.47		2223 0.22	
13 0515 3.01		28 0536 3.17	
1100 1.01		1115 0.82	
TU 1652 2.54		WE 1726 2.73	
2246 0.52		2315 0.31	
14 0547 2.96		29 0621 3.11	
1134 0.99		1202 0.70	
WE 1730 2.52		TH 1823 2.74	
2321 0.60			
15 0619 2.89		30 0005 0.45	
1206 0.98		0702 3.03	
TH 1808 2.48		FR 1248 0.61	
2354 0.69		○ 1920 2.72	
31 0054 0.63			
0743 2.92			
SA 1334 0.55			
2017 2.68			

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Datum of Predictions is Lowest Astronomical Tide

Times are in local standard time (UTC +10:00) or daylight savings time (UTC +11:00) when in effect

Moon Phase Symbols

● New Moon

○ First Quarter

○ Full Moon

The Newhaven Yacht Squadron Inc Schedule of Fees 2022 - 2023			
Schedule of Fees & Charges (inc GST) - Effective from 1 July 2022 - 30 June 2023			Annual
Membership Fees			
Annual Subscription - Senior Member			260.00
Annual Subscription - Associate Member			
Annual Subscription - Social Member			70.00
Annual Subscription - Absent Member			60.00
Annual Subscription - Junior Member			10.00
Annual Subscription - Senior Crew Member			310.00
Annual Subscription - Crew Member			50.00
Entrance (Joining) Fee - New Senior or Senior Crew Member			321.00
Entrance (Joining) Fee - New Social Member			110.00
(Note - to upgrade to a full member would require payment of the difference between the then current			
Joining Fee & Membership Fee for a current member less \$110)			
Key or Access Tag - Deposit (Refundable)			44.00
Marina Fees			
Berth Capacity	Entry Licence Fee	Designation	
6.00 Metres	\$13,650	C1	345.00
7.50 Metres	\$21,000	C2	430.00
8.25 Metres	\$27,300	C3	475.00
9.00 Metres	\$31,500	C7	515.00
9.75 Metres	\$44,100	C4	560.00
10.50 Metres	\$52,500	C5	600.00
12.00 Metres	\$70,350	C6	685.00
Dinghy Rack Fee - per Calendar Year (Members Only)			126.00
Marina Berth Application Fee			50.00
Maintenance Yard Charges			
Tractor - Member per Retrieve & Launch	148.00		
Tractor - Non-Member per Retrieve & Launch	248.00		
Trailer - Member per use, per week or part there of	\$30.00		
Trailer - Non-Member per use, per week or part thereof	\$70.00		
Jet Cleaner - Member per use	\$49.00		
Jet Cleaner - Non-Member per use	\$79.00		
Gantry - Member per use	\$45.00		
Gantry - Non Member per use	\$100.00		
Maintenance Yard Occupant - Member Weekly after 3 Weeks	\$129.00		
Maintenance Yard Occupant - Non Member Weekly after 3 Weeks	\$352.00		
Casual Marina Berth Charges			
Member - 1 Day (Daily Charges not to exceed the Weekly Rate)	\$40.00		
Member - 1 Week (7 Days)	\$150.00		
Member - per Month - Boat Size tfrom 6.0 Metres to 8.25 Metres inclusive	\$258.00		
Member - per Month - Boat Size 8.26 Metres to 10 Metres Inclusive	\$380.00		
Member - per Month - Boat Size 10.1 Metres and over	\$460.00		
Visiting Club Member - Daily Charge	\$52.00		
Visiting Club Member - Weekly Charge	\$275.00		
Other Visitors - Daily Charge (Except Emergency services)	\$86.00		
Other Visitors - Weekly Charge (Except Emergency Services)	\$465.00		
Key Deposit - Marina (Casual)	\$45.00		

**MARINA BERTH WAITING
LIST AS AT 23/08/22**

[illegible]

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