

Autumn 2023 Edition



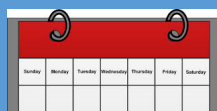
# Newhaven Yacht Squadron

# QUARTERLY

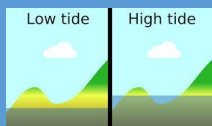


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**DATES TO  
REMEMBER**



**TIDES FOR  
SAN REMO**



**NOTICES FOR  
MEMBERS**



**SCHEDULE  
OF FEES**

## YOUR COMMITTEE

### Commodore

Peter Buitenhuis—0407 045 525

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### Vice Commodore

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Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

### Rear Commodore

Position Vacant

Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

### Secretary

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Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

### Treasurer

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Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

### Social Secretary

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Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

### Safety Supervisor

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### Boating Secretary

Position vacant

Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

### Motor Boat & Fishing Officer

Position Ray Mascaro—0418 352 534

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### Training Officer

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### Casual Berthing Officer

Ray Frith—0484 828 073

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Cardell Assurance & Audit

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Glen Botterill—0419 514 395

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Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

## MARINA BOOKINGS

### CASUAL BERTHS

Ray Frith—0484 828 073

### PERMANENT BERTH APPLICATIONS

Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

## SUB-COMMITTEE MEMBERS

**SOCIAL Chair:** Mim Kershaw, Jillian Poole, Lynda Hanlon, Rhonda & Peter Buitenhuis, Marianne Watson, Delia Cave, Jean Dunstan, Denise Pearson, Brenda Blackmore and Miranda Shaw

**FINANCE Chair:** Denis Loweth,

Peter Buitenhuis, David Tonkin, Ray Frith, Tom Stockdale, Rob Dawson, and Alen Adamson.

### BUILDING

Nick Blackmore, Peter Buitenhuis, Peter Smith, Jonathan Egglestone, and Gary Richards

**MARINA Chair:** Florian Andrighetto

Derrick Kershaw, Ray Frith, Jeff Shawcroft, Hamish Hughes, Glen Botterill. Bill McIntosh and Bob Sterling.

**BOATING Chair:** Position vacant

Michael Dixon, Marcus Bond, Ray Frith, Jim McWilliam, Alen Garrett, Cheree Dyson, Peter Loughrey, Peter Smith, David Sadler, and Mary Brown

### MERCHANDISE

Denis Loweth and Mim Kershaw

### GRANTS

Peter Smith

### Youth

Stan Jackson, Alen Garrett and Michael Dixon

### QUARTERLY

Peter Watson, Peter & Rhonda Buitenhuis

**SAILABILITY Chair:** Alen Garrett,

Mary Brown, Stan Jackson, Peter Loughrey and Cheree Dyson

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### SONATA 7 RIVER CRUISE

### FISHING COMPETITION

### 3 MEMBERS BOATS FOR SALE

## NYS QUARTERLY EDITOR

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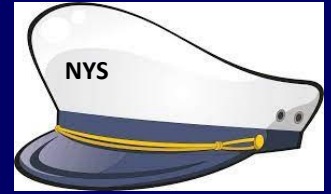
Email: [Admin@nys.org.au](mailto:Admin@nys.org.au)

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



# COMMODORES COMMENTS

By PETER BUITENHUIS



Dear members

I hope you and your families are going okay. As I write we are already well into 2023 and the club is going very well. We have had a few changes to both Committee and Sub Committees, you will see these at the front of the magazine. Thank you to those members who have volunteered to assist the club.

The Social Sub Committee has been planning over the last month and you will see some exciting and fun things coming up for members to enjoy, please make the effort to participate, the more members that join in and support the club the better. Saturday Happy Hour and the fantastic raffles and

Tonkin for maintaining the stock so that members have a great choice of refreshments on hand at great prices.

The plans for the building works to the west deck area and front of our building are going very well and we now have permits in



place in readiness for builders to present their quotes. Nick and his team have been working very hard to get this to this stage and it is a fantastic space and benefit for our members. The plans are available in the foyer if you have not seen what is planned. Peter Smith is our grants officer, and he is doing his best to see what grants may be available to assist with this project.



Members'

Draw are gaining great support with many new members

coming along

and joining in the fun. If you haven't joined us on a Saturday night you are most welcome and we look forward to welcoming you. These nights are a fantastic way to make new friends, learn more about the club and our waters on Westernport and just a lovely way to make the best out of your membership in our club. I would like to take the opportunity to thank our sponsors "The San Remo Hotel" and "The San Remo Butchers" for their terrific support. As members I would hope that you also support these businesses, they are both very community minded and very generous. I would also like to make special mention of the volunteers who man the bar and assist with the raffles etc. on Saturday nights. Also, a special thanks to David



Denis and his Finance Sub Committee also meet regularly, and I am pleased to inform members that the club is in good shape financially. I

would point out that the cost of everything however is going up. Insurance, electricity, rates, phones, etc., inflation is running at around 7%, so we will need to increase our fees this year as well. We have held our fees for the last two years with



## MORE FROM COMMODORE PETER



minimal increases to assist members with Covid etc. so there will be a bit of an increase in our subs this year.

As I write we are still searching for suitable candidates for Rear Commodore and Boating secretary, Michael our previous Rear Commodore and Jim our previous Boating Secretary, with some help from Alen, are still working behind the scenes to keep events going, they are also happy to stay on the Boating sub committees to assist. We do need a couple of members to step up for these positions, otherwise our sailing activity will decrease, and events will not be able to be run.



We have had groups of volunteers who have been working around the marina over the past couple of months, led by Jeff Shawcroft, Derrick Kershaw and Bob Sterling. These volunteers have saved the club thousands of dollars. Maintenance of our largest asset, the Marina, is vital and on behalf of the marina members I extend a big thank you for their efforts.

I would like to thank Peter Watson for his terrific efforts in producing the Quarterly magazine, I am certain everyone enjoys reading the magazine and the articles it contains. We are very proud that we

can supply members with a quality magazine to enjoy and share with family and friends. Peter is always looking for new material and photos. You can contact Peter on 0412 678 962 if you would like to submit an article or photos for the Quarterly.

I look forward to seeing you around the club. You are always welcome to bring family and friends to our events, as members the club is always open for you, there is coffee and tea available, and you are welcome to use our facilities. We have a pool table and table tennis table for your use in the downstairs area. We do ask that you clean up after yourselves, particularly if you use the kitchen or BBQ's. As you know, the club is run by volunteers, and if you are looking to get more involved there is plenty of opportunity to get involved in one of the subcommittees. In the magazine you will see who does what, so give them a call to discuss how you can help. I would like to thank Marianne Watson

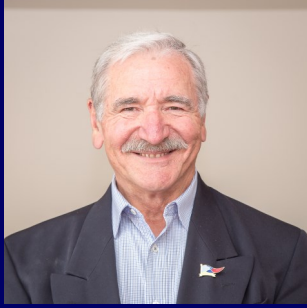


and Yvonne Brown for the work they do around the gardens, they look great, thank you.

I often receive calls from members, and you are always welcome to touch base with me and have a chat, my number is 0407 045 525. I wish all members happy and safe boating.

*Best Wishes Peter*





## VICE COMMODORES REPORT

### By FLORIAN ANDRIGHETTO



This is my first report as your Vice Commodore. I would like to thank my predecessor Bob Sterling who was unable to continue in the role for personal reasons. Under Bob's short tenure a number of important projects were undertaken.

First, no doubt if you reside in the vicinity of the marina, you would've heard the loud clanging over two days when the steel piles on the middle arm were de-rusted and repainted. Secondly, repairs to the east end of the middle arm, which had had

It goes without saying that all of that work would not have been possible without the help and support of sixteen volunteers. Thank you to all those volunteers. There is more on this in a report from Alen Garrett on another page in this quarterly.

I can report that the yard tractor has been upgraded to a heavier model in keeping with the



become problematic, was also conducted. These repairs and associated maintenance works were completed over 3 days. I'm sure that Bob very much appreciated the support he received and I personally thank Bob for his efforts.



addition of larger boats now occupying the marina. This will provide our yard manager Glenn with a greater margin of safety when hauling and slipping boats in and out of the marina.

I'm looking forward to continuing my involvement with the Marina Sub-Committee which has achieved great results in recent months under the stewardship of Bob Sterling and before him the enormous contribution made by his predecessor Noel Street.

*Cheers Florian*



## SOCIAL REPORT

### By MIM KERSHAW



Firstly, we would like to thank Pat Street for taking on the Social Secretary role last year and doing a great job. She stepped up and kept the social events running but now she has advised that she is stepping down.

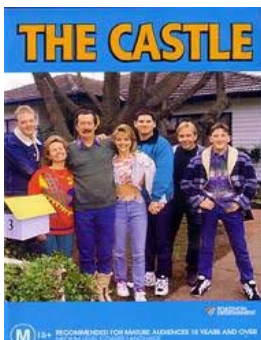
I will step in as Social Secretary with the support of a strong sub committee.

**New Social Sub Committee members** are Jillian Poole, Lynda Hanlon, Rhonda & Peter Buitenhuis, Marianne Watson, Delia Cave, Jean Dunstan, Denise Pearson and Miranda Shaw. It's great to see some new members in this group. Our first meeting was bursting with some new ideas and lots of enthusiasm.

**Happy Hour:** The members draw is working well with good numbers attending each Saturday. The raffle each week is enthusiastically supported with a substantial meat tray one week provided by San Remo Butcher and a San Remo Hotel dinner voucher the other week. Thank you kindly to them both for their support of our club.

We will provide some nibbles each Happy Hour alternating between party pies & sausage rolls, cheese/cabana/biscuits, steamed dim sims etc. Members of the social sub committee will take it in turns to host Happy Hours.

#### **New Social Events:**



**Friday Night Movie Night:** to be held last Friday of the month. First one Friday 24<sup>th</sup> March. "The Castle" 7pm BYO snacks, bar open and we will supply the popcorn.

**Easter: Saturday 8<sup>th</sup> April,** Easter Egg hunt for children 11am. The Easter Bunny will make an appearance with Peter Buitenhuis trumpeting him ashore. We will provide a complimentary sausage sizzle and soft drinks. The bar will be open.



**Wine Tasting:** Friday 5<sup>th</sup> May (to be confirmed) we will hold a wine tasting at 7pm. We will provide cheese & biscuits.

**Music Trivia Night:** we will confirm 2pm Sunday 21<sup>st</sup> May. BYO nibbles. Bar will be open.

#### **Murder Mystery Night:**

Lynda Hanlon will host this fabulous event 6pm Friday 9<sup>th</sup> June. We will arrange a spit roast dinner at a reasonable price. Tables of 8 to 10. More details to follow.



**Annual Squadron Dinner:** Will be held the at a later date in the year. Peter will source a band.

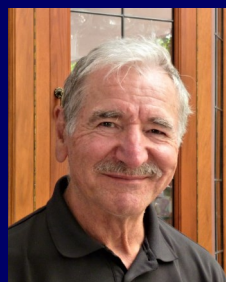
**Rhonda Buitenhuis** will design some recognition posters for our sponsors San Remo Butchers and San Remo Hotel to place around the club.

We will communicate our events using laminated flyers, Happy Hour announcements and emails to members.

*A big THANKS to this new sub committee for their enthusiastic support of our club.*

*Enjoy Mim*





# SAFETY REPORT

## By FLORIAN ANDRIGHETTO



**Firstly;** Insurance issues are very much part and parcel of safety concerns involving the use of boats. For this reason it is a requirement that all boats other than rowing dinghies and tenders owned by members of the squadron, be entered in the Squadron's Boat Register established and maintained by the secretary. Each boat will be allocated the squadron number prefixed by the letters NYS. This applies equally to all boats in the marina, or those just using the launching ramp. The letters must be no smaller than 50mm which seems to be the most common size being used in any event.



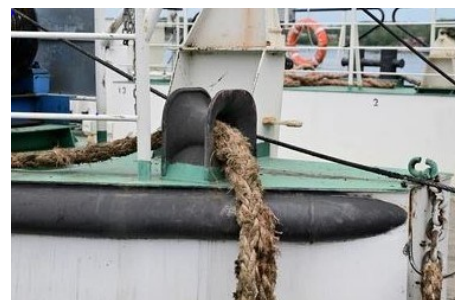
Having recently conducted an audit, it was alarming to see how many boats are not complying with this rule. You can easily purchase numbers and letters at various places and apply them to the rear of your boat. Also, NYS has a very good arrangement with



Conway Schneid who is a printer at [garageartsales@bigpond.com](mailto:garageartsales@bigpond.com) 0423 875 241. All you need to do is order your numbers from

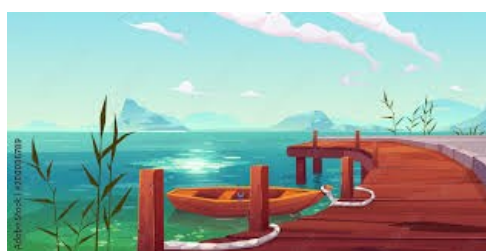
Conway by email, state colour, font, size (if you need larger than 50 mm), deposit \$15 into his account BSB 633 000 A/C # 141597195 and your order will be delivered to the Yacht Club to be collected by you at your convenience. Can't be easier than that. Conway is a generous supporter of our Club and has provided the tide clocks which have been given out as door prizes on Saturday night happy hour. Please support him if you can with any other printing or signwriting needs.

**Secondly;** A friendly reminder to please check the condition and suitability of your dock lines. Recently, a boat broke away from its berth because the lines had rotted to such an extent that they could not hold against a reasonable wind.



Be safe.

*Florian*





# AROUND THE CLUB



MUSIC ON THE LAWN



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I WON THE MEAT TRAY



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# EDDYSTONE POINT LIGHTHOUSE

## TASMANIA



This striking pink granite tower is on a point that juts out into the sea. Being surrounded by the sea on all sides, it is subject to its ferocity and whims. Even though the main lights of Cape Otway, Cape Wickham and Deal Island were established in the notorious Bass Strait,



north bound ships were still being wrecked by coming too close to the northeast coast of Tasmania.

In 1875, a hazardous rock was discovered just below the water line off St Helens Point, it was decided to erect a lighthouse.

Eddystone Point was chosen because of the area it would cover and access to the point was relatively easy. Local granite was tested and found suitable for the construction of the tower, with plans being drawn up in 1879, plus an agreement was reached between the colonies to share the costs. It took another ten years to be built, even though many ships still became wrecked.



Kathleen Stanley, in her book, 'Guiding Lights' states, "Though officially described as white granite and as pink granite painted

white, the shaft of the tower has never been painted on the outside and retains its original grey colour. The door is approached by an imaginative and beautiful flight of steps in the form of a flying buttress'.

Although the light and cottage had reasonable land access, much of the time lightkeepers supplies were delivered by boat to a small jetty that had to be rebuilt

many times due to the damaging effect of waves. By the 1930's day-to-day stores were being obtained by car in Gladstone. 1938 saw the inauguration of a direct service from Gladstone to Eddystone by mail-car.

Bathrooms were installed in the keepers cottages after the Second World War, which meant that 'families no longer had to bathe in zinc tubs in front of the kitchen fire.'



Some interesting entries can be found in Herbert Issacs' log at the outbreak of WW2;

30 August 1939 received this message, 'Until you are further advised no visitor or unauthorised persons are to be allowed on Light Station. In special cases only permission for relatives to visit lightkeepers may be obtained through this office. Mrs Arnott is granted permission it remain on Station'

3 Sept 1939; 'Transmit following message to all British Merchant vessels with which you may be in contact with during the next 24 hours. Message begins; 'War has broken out with Germany you must not go to German or adjacent ports, signed Deputy Director Navy.





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# VICTORIAN SHIPWRECKS

## THE FALLS OF HALLADALE

### NOV 1908



The Falls of Halladale was a four masted iron hulled, barque that was built in 1886 for the long distance bulk carrier trade. Her dimensions were 83.87m X 12.64m x 7,23m and she displaced 2085 GRT. Built for the Falls Line Wright, Breakenridge & Co of Glasgow, at the shipyard of Russell & Co, Greenock on the Clyde. She was named after the waterfall on the Halladale River in Caithness in Scotland.



The Falls of Halladale was the seventh vessel in a series of eight similar iron hulled sailing vessels, all built by Russell & Co and all named after waterfalls in Scotland. In fact the Falls of Clyde is still afloat today and is a major tourist attraction at the Hawaii Maritime Centre in Honolulu. The editor has seen this vessel and reports that she was in superb

condition, when he visited her and went aboard in the 1970's.

The Falls of Halladale is best known for her spectacular demise in a shipwreck near Peterborough, Victoria along the 'Shipwreck Coast', south of Warrnambool. On the night of 14 November 1908 she was sailed in dense fog directly onto rocks due to a navigational error. The crew of 29 abandoned ship safely and all made it ashore by boat, leaving the ship foundering with her sails set. For weeks after the wreck, large crowds gathered to view the ship as she gradually broke up and then sank in the shallow water.

Soon after the accident the ship's master, Capt. David Wood Thomson, was brought before a Court of Marine enquiry in Melbourne and found guilty of a gross act of misconduct, having carelessly navigated the ship, and having neglected to take proper soundings, and having failed to place the ship on a port tack before it became too late to avoid the shipwreck. His punishment was a small fine, plus his Certificate of Competency as a Master was suspended for six months.

The wreck is easily accessible by scuba divers about 300m offshore in 3 to 15 metres of water. The hull lies collapsed on its starboard side. Some of the original cargo of 56,763 roof slates remain at the site of the wreck along with corroded masses of what was barbed wire. Twenty two thousand slates were salvaged in the 1980's and used to provide roofing at the Flagstaff Hill Maritime Village in Warrnambool. An anchor that was recovered in 1974 is also on display at the village.

The wreck of the Falls of Halladale is a legally protected Historic Shipwreck.



# MARINA REPAIR WORKING BEE By ALLEN GARRETT



THE VOLUNTEER CREW

De-rusting and whaler repair on the marina.  
February 2023

The date for the Marina Working Bee was carefully chosen when the tide would be low from 10 AM to 5 PM. The super-hot weather on the first two days was a non-bonus.

Working Bee organisers; Bob Sterling and Derrick Kershaw, worked us to exhaustion on Monday, Tuesday and Thursday with a finishing off crew on Saturday afternoon.



PEENING

Florian made frequent dashes to the Pie Shop to purchase well-prepared salad rolls and delicious cakes to feed us for lunch. We appreciated the generous spread provided by the club and Florian's capable catering.

Jeff Shawcroft led an 'engineering qualified group of volunteers'

replacing the bushing and bolts in the whalers in the eastern end of the central marina arm. Jeff

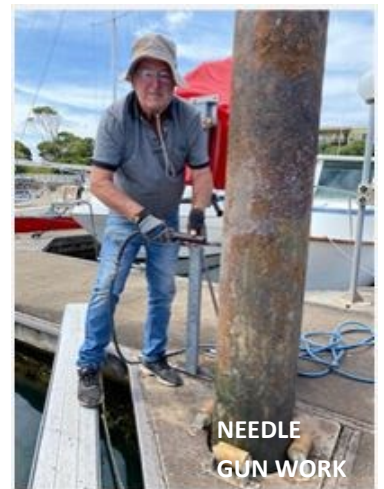
also provided a massive, scary air compressor to power the needle guns.

Please excuse any errors in details as I was too exhausted to recall facts accurately.

- Move boats away from the piles being de-rusted and cover over the boats that could not be moved.
- Piles were first peened (bashed with a hammer to knock out the rust)
- Carefully run over with a needle gun
- The affected area of the piles was brushed over.
- The rust debris was swept up and disposed of appropriately.
- Boats were returned to their original mooring lines.
- The piles were painted with a rust converter.
- The next day after tide cycles the piles were washed with fresh water.
- Each pile was carefully painted with two part epoxy paint.

All the piles are structurally sound with the rusty area now treated to prevent (or at least slow) further deterioration.

The team of volunteers worked harmoniously, could be described as Synergy. We all found the task that we could do well and worked in with each other to achieve more than we could as individuals. A great club activity.



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Alen





## MARY BROWN'S LIFE

### PART 2



My first teaching appointment was at Shepherd's Bush EBD school. I didn't know until I got there that EBD meant Emotional and Behavioural Difficulties, but that became apparent when I arrived on the first day and had to be let in the locked gate by the guard on duty. My class consisted of 8 students aged between 7 and 10, and I was replacing a teacher who had been pushed over by one of the students, breaking three ribs. The kids were a handful, but my strange accent and their curiosity got me through the term. I went on to teach primary grades for two years in a church school in Fulham.

Although teaching full time, I had weekend and holiday jobs to make enough money to pay the exorbitant rent and cover the very high cost of living in inner London. From time to time, my part time jobs were in factories, pubs, shops, and at Continental Car Rental, where I retrieved cars from ports and airports where they had been left at the end of a rental, and drove them back to London. It was a great job, and I loved being paid to drive around the countryside. My only boating experience in England involved hiring a narrowboat on the Trent and Mersey Canal for a two week holiday, well worth all the hard work involved in operating flights of locks.

At the end of my teaching contract, I answered an ad for a winter caretaker for a villa in Tuscany. I was interviewed by the owner, a woman named Miriam Margolyes, who I later found out was a famous actor. I got the job and had five months in Tuscany, not far from Siena, in a very cold winter - what an experience! I



MIRIAM MARGOLYES

I drove there in my trusty old Morris Marina, which I had bought for 200 pounds when I arrived in London, and which I sold for 200 pounds after I returned from Italy. I returned to Australia and started work managing a motel in St Kilda. Having never lived in Melbourne, I was expecting a lovely seaside holiday kind of place. But this was in the early 1990s, when St Kilda was a bit

confronting, full of street workers and drug addicts. I lasted six months then got a job at Footscray TAFE, where I held various administrative and managerial positions over the next ten years.

During this time I met Peter Brown and moved to Cape Woolamai. I drove to work in Melbourne every day and weekends always involved surfing, sailing a Hobie Cat, playing golf and motorcycling. In 1995 we bought *Triton*, a trailerable Clipper 21, joined Newhaven Yacht Squadron, started racing and cruising and had many fun times. We had one memorable sail from Port Welshpool to the Prom, with a strong easterly wind combined with an easterly swell. We surfed breaking waves into Refuge Cove to a round of applause from the other yachts already anchored, the first of many cruising adventures. In 1997 we crewed on a Dubois 34 in the Sydney to Southport Race and competed in the Southport Series. Peter started looking at Trade-a-Boat and dreaming of buying a bigger boat and cruising to Tahiti. Then unexpectedly, much to our surprise and disbelief, aged 45 and when my son Daniel was 21, we found out I was pregnant. Matthew was born happy and healthy in November 1999, and he was sailing on *Triton* when he was three weeks old. He started out in a baby bath in the companionway, graduating to a car seat bolted to the pushpit as he grew.

I started work at Newhaven College and our dreams of buying a bigger boat were put on hold. Then Peter was retrenched, after many years working in the dairy industry. Trade-a-Boat magazine reappeared and in early 2000 he found a project which became *The Dolphin*. An unfinished 9m aluminium hull with a full keel drawing almost 5 feet, Peter



NEWHAVEN COLLEGE

designed the sail plan and rigging, finished the hull, laid the engine and fitted out the interior and, resplendent in bright yellow, *The Dolphin* was launched in 2001. *The Dolphin* sailed often and in all weather for the next 14 years, cruising and racing, although Peter was never happy with our handicap, no matter which handicapper



## MORE MARY BROWN



was in office at the time. We had a fantastic year of racing in 2008-2009, winning the Winter Series, Keelboat Champion and Club Champion. We also won the Round Phillip Island race 3 times.

We had several Christmas trips to Refuge Cove, with adventures and misadventures - the anchor going overboard as we rounded the lighthouse in a strong southerly; bullets of wind flying off the hills as a strong change came through Refuge Cove; thunder, lightning and hail as we hiked up to Kersops Peak; Matthew catching enough flathead in Sealers Cove to feed everyone in Refuge Cove; the Pirate Party aboard *The Dolphin* on New Years Eve, with everyone crowding aboard *The Dolphin* even though it was the smallest yacht there. Exploring the cave at the Glennies, looking for long lost treasure. Setting off for Tasmania in December 2011 and ending up in Port Phillip when the wind wouldn't cooperate. Circumnavigating Port Phillip, sailing under the Westgate and Bolte Bridges and into Docklands.

We had a magnificent cruise to the Whitsundays in 2012-2013. Peter sailed *The Dolphin* single handed to Tweed Heads and Matt and I drove the Transit Van to meet him. We sailed from April to October up the coast then put the boat on the hardstand at Burnett Heads near Bundaberg over summer, restarting the cruise the following year in April. There were many highlights - Lady Musgrave Island, the Percy Group, Scawfell Island and Black Island were some of our favourites.

We purchased a Court 650, *Corajon* in 2015 with a view to sailing

waterways and lakes such as Port Stephens and Jervis Bay without the hard yards of sailing there first. We explored the Gippsland Lakes over Easter 2015



and had a fine time, competing in the Gippsland Yacht Club's Regatta and doing well in the Round Raymond Island race.

Then Peter was killed in a motorcycle accident in November 2015. Matt was 16, in Year 10, and life had to go on. Peter was a larger than life character, determined, strong-willed and difficult at times, but he lived life to the full and enjoyed every minute of it. His loss left a large hole in our lives. I sold *Corajon* and eventually found a perfect new owner for *The Dolphin*, who absolutely loves her. They are currently heading for Indonesia then all ports beyond. She is still yellow!

I was persuaded to join the NYS Committee in 2016 as Boating Secretary, working closely with Alen Garrett, who was Rear Commodore. For three years I helped organise a successful racing calendar and assisted with the Victorian Impulse Championship jointly conducted by Rhyll and Newhaven, in 2018. Since leaving the committee in 2019, I have assisted with the Sailability program, crewing on the Club Boat, helming the RIB, or sailing a Hansa dinghy. The dinghies are great fun but my ability to get back into the marina and alongside the pontoon needs further refinement!

These days I am semi retired, working enough to meet my needs and travel when possible. I am Chief Supervisor of VCE exams at Newhaven College, which keeps me very busy every October/November. I manage a team who wash the course cars and official cars at the MotoGP at Phillip Island Race Track each year. I work at a Wellness Retreat in the Yarra Ranges from time to time. I enjoy spending time with my two grandsons who live in Drouin. Matt is now 23 and still living at home. Our old whippet, Rex, who always sailed with us, is now 15. He spends the time dreaming of days gone by and being annoyed by his younger whippet brother, Ziggy, who is two.

Daniel, Matthew and I travelled to Europe in 2016 and 2018, and my last overseas trip before Covid was in December 2019, to Egypt and Jordan, which was absolutely fabulous. Next trip will be to Norway in July 2023. I swim most days in Cleeland Bight, ride my bicycle with the local Bicycle Users Group, walk often, have done 100 Parkruns, and generally keep fit and well.

There's life in the old girl yet!







# AUSTRALIA DAY CRUISE

## By YVONNE BROWN



Good conditions greeted the four yachts and two power boats over the Australia Day Long weekend. Jeff, Jerry and Robyn on Capriccio, Alan and Andy on Andronicus, Alen and Denise on Synergy, Rob and Carol on Andiamo, Mim and Derrick on Noddy and myself and Florian on Harmony.



After leaving the marina about 1 pm, we headed for Corinella with a nice breeze, allowing for the yachts to

sail over comfortably. On arrival in Corinella, all boats were able to find a mooring ball and everyone enjoyed drinks on Capriccio and Harmony before a barbecue in the park close by. Thank you to Florian for ferrying those without a dinghy to the floating pontoon. For those who have not been to Corinella recently it is very well developed with four boat ramps, a covered fish cleaning area and a nice barbecue and picnic area.



On Friday morning, Noddy, Andronicus and Capriccio headed over to the floating dock at Rhyll while Synergy, Andiamo and Harmony headed to Coronet Bay for a

swim and lunch before sailing over to meet up with the others at Rhyll. Except Rob who powered past the sailboats, leaving them in his wake and clearly enjoying himself. All of the fleet were able to tie up to the floating dock at Rhyll before an early fish and chip dinner at Tide's of Rhyll.

Unfortunately, Capriccio and Andiamo were on a short stay at the pontoon so Jeff and crew decided to return to the marina at Newhaven with Synergy following shortly after. That left a spot for Rob to relocate Andiamo to the 24 hour pontoon. On Saturday morning,



the four boats that had stayed overnight at Rhyll headed back to Newhaven in time for Music on the Lawn.

For any Newhaven Yacht Club members who have not taken part in the Australia day cruise, it is an opportunity to have a day or two overnight on your boat in company and with support and advice from experienced members if needed. It is also an opportunity to meet and socialise with other members in small convivial groups. Thanks to Jeff Shawcroft for coordinating the weekend. A great time was had by all.

*Yvonne Brown*



# WHITE BELLIED SEA EAGLE

## *Haliaeetus leucogaster*

### Accipitridae



Few Australian birds of prey are as spectacular as the White bellied Sea Eagle. Although it is similar in shape to the well known Wedge Tailed Eagle, and almost as large, the sea eagle is readily distinguished by its contrasting crisp white and ash grey plumage, which adds to its striking appearance as it



soars effortlessly on its broad wings. Despite its name, the sea eagle is not confined to coastal areas, and the species is regularly recorded at terrestrial wetland far from the sea, especially along larger inland rivers and at freshwater swamps and lakes.

In flight the black feathers on the wings are easily seen when the bird is viewed from the ground. The large hooked bill is grey with a darker tip, and the eye is dark brown. Its legs and feet are cream/white with long black talons. Both male and females are similar, with males being slightly larger than the females.



Wingspan of about 1.8m to 2 m, allows the birds to fly effortlessly for long periods while searching for food. Being the second largest raptor found

in Australia, to the Wedge Tailed Eagle, the young Sea Eagles are sometimes confused with the wedge tailed, until their brown plumage become white and grey. The sea eagles' wings are more steeply upswept, as seen when they are soaring.

White bellied Sea Eagles are often seen perched high in a tree, or soaring over waterways and adjacent land. The birds form permanent pairs and stay together throughout the year.

The White Bellied Sea Eagle feeds mainly off aquatic animals, such as fish, turtles and sea snakes, but it takes birds and mammals as well. It is a skilled hunter, and will attack prey up to the size of a swan. Sea eagles also feed on carrion, such as sheep and fish along the waterline. They harass smaller birds, forcing them to drop any food that they are carrying. Sea eagles are happy to feed alone, in pairs or as a family group.

They build a large stick nest, which can be used for many seasons in succession, and are often located in a tree up to 30m above the ground, but may also be placed on the ground or on rocks, if no suitable trees are available. At the start of the breeding season, the nest is lined with fresh green leaves



and twigs. The female carries out most of the incubation of the white eggs, but the male will perform this duty from time to time.

A truly magnificent bird of prey.



# FISHING COMPETITION REPORT RAY MASCARO



O'BRIAN FAMILY AND RAY

The Fishing Competition held on Saturday 14 January 2023 was an enjoyable day. The weather was certainly on our side, with temperatures just over 20 degrees and winds less than 10 knots.

Our club member Steve O'Brian with his family, Nathan, Rachel and Daniel were the luckiest on the day, winning all three prizes. All children in attendance were under 12 years of age. The most species caught on the day and the biggest fish caught on the day were from the O'Brian family, you can see it the picture above the result.

A special thank you to John Trigona from BBA Insurance brokers for sponsoring the event, and John also attended on the day and was very pleased to be involved with the days events.

I would like to thank all the members, their families and guests that made the effort to join on the day and I look forward to the next adventure.

Keep caching them.....*Ray*

*Eds note: The fish caught in the picture on the left, was not part of the competition, but many members would like to catch one like this.*







From Watto

## Book Review

### FIRST LADY

By KAY COTTEE



On 5 June, 1988, Kay Cottee fulfilled a childhood dream. After 189 days at sea and over 22,000 nautical miles, she became the first woman in history to complete a solo, non stop and unassisted voyage around the world.



Sailing her Cavalier 37 yacht, Blackmores First Lady, the 34 year old Australian crossed the world's great oceans, rounding the five capes of the Southern Hemisphere and was lashed by gale force winds and mountainous seas. She faced both natural dangers, such as icebergs, whales, rocks and loneliness, and those made by man, ships, containers and even pirates. For more than six months she did not know regular uninterrupted sleep or the simple joy of fresh food. But aided by her native common sense, grit and humour, she overcame all these hazards.



of 11 she was ocean racing. Born with salt water in her veins, the sea was destined to become her home. After leaving school and a brief stint in the commercial world, she went into boat building and then a charter business

Kay Cottee had sailed almost from the moment she was born. At the age of two weeks she was on board the family boat. By the age

on Sydney's Pittwater. It was during these years that her dream really took shape and the famous Blackmore's First Lady team was formed. A short handed race to New Zealand in 1986 gave her a taste of the world's oceans and a single handed race back to Mooloolaba proved to her that she was ready to make the ultimate trip.

Kay purchased the bare hull and deck of the Cavalier 37, and for almost two years she and a band of dedicated



friends and workers—riggers, sailmakers, boatbuilders, engineers, electronic experts, nutritionist and weather forecasters—worked quietly to get Blackmores First Lady and her skipper ready for the voyage. These friends and willing helpers sailed with her in spirit around the world.

When Kay Cottee and Blackmores First Lady finally made their triumphant entry into Sydney Harbour, the recognition of her courage was spontaneous and overwhelming. The young Australian was showered with pride. In a climax befitting the voyage, Kay was awarded the Order of Australia and then the highest honour of all, that of 1988 Australian of the Year.

Some of you may not know that the NYS has a Lady Skippers race, and the winner is awarded the Kay Cottee trophy. Kay was spoken to by Ian Jemmeson about this and she happily agreed for this award to be in her name.



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# SONATA 7 CRUISE

## GOULBURN RIVER

By JOHN BARAGWANATH



Judy was particularly enthusiastic when I suggested joining the Sonata Assoc members for a cruise on the Goulburn River. "You mean no wind or waves?" was the incredulous question to which I agreed.

A rainy Friday night saw Cygnet, our Sonata 7, heading up the Hume Highway towards Nagambie for our weekend adventure. I had some concerns about the trailer brakes, as it is not used very much. I hoped the stage was not set for a difficult couple of days.

After a good run to Nagambie we found the Chinaman's Bridge Caravan Park to be met not that enthusiastically. However, a little bit of explaining and general grovelling had me a new best friend.

Now entrusted with a gate key, I found a spot and waited for the rest of the Sonata 7 people, five boats in total turned up.

Next problem was to get into the water. We were



banned from using the bridge in the caravan park, not strong enough for us, and there was a major rowing regatta underway from the

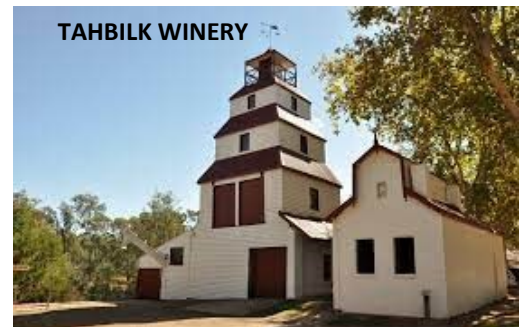
main boat ramp. We must have all looked a bit disappointed after the Parks Victoria officer told us we were not going anywhere near his ramps or the water. He suddenly relented and after a quick, 'make your boats ready to launch' we were behind flashing lights into the park right up to the ramp. Imagine hundreds of cars, people and rowing sculls everywhere with five Sonatas being escorted through their midst.

Once at the ramp there were five very quick and skilful launches with the ladies disappearing again with our 4WD's behind our escort back to the caravan park. We'll pick them up later. Once in the water we all formed up and were again escorted behind the Parks boat, flashing lights again, of course, amongst racing eights out into Lake Nagambie. With the water depth being around 1 metre it was a case of keep the keel and rudder up and motor steer on the outboard only across the lake and into the entrance of the Goulburn.

A quick lowering of keels and rudders then saw us motoring up the river running parallel with the caravan park until we reached their jetty and retrieved our ladies by the bow.

Settling down at last and leaving our Parks escort, "Be back by 4pm Sunday please!" we commenced a truly beautiful cruise. The autumnal golds and browns illuminated by a watery sun were simply magnificent. We strung out along the river as we looked at the country from a different perspective – from the water. We saw several farms and what were obviously weekend retreats from the gorgeous to hillbilly. Quite a few power boats were resting on trailers, in the areas of the river where water skiing takes place - a bit too cold for us.

After some leisurely cruising we came to the Tahbilk Winery. Nosing into the bank and tying up to a well placed tree or two, saw us off for a stroll and to investigate their new Wetlands Restaurant.



This has been built jutting out into a broad expanse of serene wetlands with inside and outside dining. An added bonus is a wine tasting counter where you can sample



## MORE SONATA 7 CRUISE



before ordering the wine with your meal. The restaurant is built from very stout timber and other natural materials are used for the furniture. Very impressive and excellent food too.

Wandering back to our yachts we continued on our journey up river enjoying the crisp, clear afternoon and

of the river. Morning on the river was perfect, with the wan sun shining through a light mist as it rose above the water.

After breakfast we set off down stream for another relaxing cruising session until we arrived back at Tahbilk again for lunch. First up there was some tasting to be done with a couple of bottles back on board and some more sent home by courier. At lunch we shared the place with many Rolls Royce's, because many car clubs use Tahbilk as a lunch destination.

The final leg down stream allowed us to arrive at the caravan park jetty dead on 4pm, as requested. After dropping off the ladies, Parks Victoria escorted us down the last part of the river, across the lake, once again dodging the racing shells. The ladies brought the trailers to the ramp, again escorted with flashing lights, so we could retrieve our vessels. No salt to be washed out of engines or off the boats, everything was perfectly clean.



MITCHELTON WINERY

abundant bird life. Shame to have the outboards going, disturbing the peace. We cruised side by side for a while, chatting away. Always on the lookout for stumps and nasty branches egressing into the waterway kept us alert until we arrived at Mitchelton's Winery, our evening stopover.

Once again, after nosing into the bank and securing the vessels perfectly aligned in true nautical fashion, we were free to roam around the winery property. Some tasting took place, a tour to the tower for a view over the estate, a walk through their new wetlands enclosure, and even a couple of cold showers were taken.

Interestingly, we were moored right on the historic crossing first used by explorers when they initially settled the area which became known as Mitchelton.

We all enjoyed dinner in their very attractive dining room and how good it was to imbibe without worrying about driving home. After dinner and once we had enjoyed a port wine by the fire, we wandered back to a wonderful sleep onboard with just the gentlest motion



GOULBURN RIVER

A wonderful weekend, with a lot of fun, a few wines, many stories and thanks to all who helped with this cruise for the Sonata 7's.

I can see another river trip being popular for Judy and me!

*Cheers John*



The Newhaven Yacht Squadron Inc Schedule of Fees 2022 - 2023			
<b>Schedule of Fees &amp; Charges (inc GST) - Effective from 1 July 2022 - 30 June 2023</b>			<b>Annual</b>
<b>Membership Fees</b>			
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
<b>Marina Fees</b>			
<b>Berth Capacity</b>	<b>Entry Licence Fee</b>	<b>Designation</b>	
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 Calender Year (Members Only)			126.00
Marina Berth Application Fee			50.00
<b>Maintenance Yard Charges</b>			
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		
<b>Casual Marina Berth Charges</b>			
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		





## WELCOME NEW MEMBERS



### GROWN UPS (some of them!)

*Mitch & Kayleigh Bagley*

*Vaughan Platt*

*Brent & Helen Smith*

*Jenni McMillan*

*Jonathan & Jessica Egglestone*

*Max & Linda Pattinson*

*Greg & Joy Chalmers*

*Matthew Goodwin & Pachard Ardpakdee*

*Gregory Murray*

*Geoff & Jean Denning*

*Linda & David Hanlon*

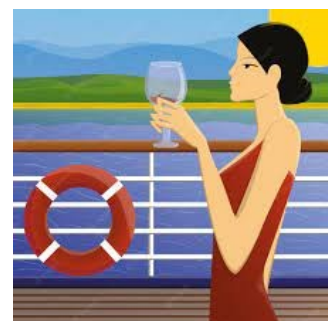
*Peter & Joy Byron*

### JUNIOR MEMBERS

*Sophie Hungerford*

*Murdoch Rixon*

*Henry Sutton*



It is really great to see the club attracting so many new members, we hope that you are able to enjoy, contribute and have fun at the Newhaven Yacht Squadron.



# WESTERN PORT (STONY POINT) - VICTORIA

# 2023

LAT 38° 22'S

LONG 145° 13'E

Local Time

Times and heights of High and Low Waters

MARCH				APRIL				MAY				JUNE			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0145 0.97 0750 2.66 WE 1356 0.41 2059 2.73		<b>16</b> 0107 1.04 0706 2.65 TH 1315 0.37 2020 2.81		<b>1</b> 0227 1.20 0823 2.39 SA 1430 0.79 2136 2.52		<b>16</b> 0121 1.18 0729 2.49 SU 1330 0.67 2045 2.66		<b>1</b> 0134 1.26 0744 2.29 MO 1334 1.08 2033 2.50		<b>16</b> 0214 1.01 0858 2.52 TU 1429 1.05 2119 2.66		<b>1</b> 0237 1.07 0939 2.42 TH 1458 1.44 2124 2.48		<b>16</b> 0352 0.68 1114 2.82 FR 1633 1.39 2242 2.57	
<b>2</b> 0223 1.09 0822 2.54 TH 1432 0.54 2141 2.61		<b>17</b> 0147 1.13 0744 2.59 FR 1355 0.41 2109 2.71		<b>2</b> 0210 1.29 0807 2.28 SU 1415 0.95 2128 2.42		<b>17</b> 0218 1.19 0841 2.43 MO 1434 0.83 2147 2.60		<b>2</b> 0224 1.28 0847 2.24 TU 1429 1.24 2126 2.43		<b>17</b> 0317 0.93 1018 2.59 WE 1544 1.19 2221 2.62		<b>2</b> 0335 0.98 1053 2.55 FR 1614 1.51 2224 2.45		<b>17</b> 0450 0.64 1215 2.92 SA 1743 1.40 2342 2.53	
<b>3</b> 0304 1.21 0859 2.41 FR 1514 0.67 2229 2.50		<b>18</b> 0232 1.22 0830 2.51 SA 1444 0.49 2207 2.63		<b>3</b> 0306 1.36 0910 2.19 MO 1517 1.09 2231 2.37		<b>18</b> 0330 1.13 1010 2.44 TU 1556 0.97 2258 2.59		<b>3</b> 0327 1.25 1008 2.27 WE 1545 1.35 2228 2.40		<b>18</b> 0424 0.80 1134 2.74 TH 1703 1.25 2326 2.60		<b>3</b> 0436 0.85 1201 2.74 SA 1730 1.51 2328 2.46		<b>18</b> 0547 0.60 1312 3.01 SU 1846 1.36	
<b>4</b> 0352 1.32 0944 2.29 SA 1603 0.81 2328 2.43		<b>19</b> 0328 1.29 0933 2.43 SU 1545 0.61 2315 2.58		<b>4</b> 0420 1.36 1035 2.17 TU 1639 1.18 2339 2.38		<b>19</b> 0449 0.99 1141 2.58 WE 1723 1.02		<b>4</b> 0435 1.15 1130 2.41 TH 1709 1.39 2330 2.42		<b>19</b> 0528 0.67 1242 2.92 FR 1816 1.24		<b>4</b> 0536 0.71 1303 2.93 SU 1836 1.45 1941 1.31		<b>19</b> 0038 2.53 0641 0.58 MO 1402 3.06 1941 1.31	
<b>5</b> 0454 1.40 1045 2.19 SU 1709 0.92		<b>20</b> 0441 1.30 1059 2.38 MO 1706 0.72		<b>5</b> 0534 1.26 1202 2.27 WE 1758 1.18		<b>20</b> 0006 2.63 0600 0.79 TH 1258 2.79 1839 1.01		<b>5</b> 0537 0.98 1240 2.62 FR 1820 1.35		<b>20</b> 0026 2.61 0625 0.55 SA 1340 3.07 1918 1.20		<b>5</b> 0029 2.51 0633 0.56 MO 1400 3.09 1934 1.37		<b>20</b> 0129 2.54 0730 0.57 TU 1448 3.08 2029 1.26	
<b>6</b> 0035 2.42 0610 1.40 MO 1206 2.15 1824 0.96		<b>21</b> 0030 2.60 0608 1.19 TU 1235 2.45 1835 0.76		<b>6</b> 0038 2.45 0633 1.09 TH 1311 2.47 1900 1.13		<b>21</b> 0107 2.69 0700 0.59 FR 1402 3.00 1942 0.97		<b>6</b> 0029 2.47 0630 0.80 SA 1337 2.84 1916 1.28		<b>21</b> 0119 2.63 0716 0.47 SU 1431 3.17 2010 1.16		<b>6</b> 0126 2.57 0728 0.45 TU 1452 3.19 2026 1.29		<b>21</b> 0215 2.56 0815 0.59 WE 1530 3.07 2111 1.22	
<b>7</b> 0138 2.48 0723 1.32 TU 1328 2.22 1932 0.95		<b>22</b> 0142 2.68 0727 0.97 WE 1403 2.63 1953 0.74		<b>7</b> 0127 2.54 0721 0.90 FR 1405 2.68 1950 1.07		<b>22</b> 0200 2.74 0751 0.43 SA 1457 3.15 2034 0.94		<b>7</b> 0119 2.54 0717 0.63 SU 1428 3.03 2006 1.21		<b>22</b> 0206 2.64 0801 0.44 MO 1516 3.19 2055 1.13		<b>7</b> 0219 2.64 0819 0.38 WE 1542 3.23 2115 1.21		<b>22</b> 0258 2.58 0857 0.63 TH 1606 3.05 2150 1.19	
<b>8</b> 0231 2.56 0821 1.17 WE 1433 2.36 2029 0.91		<b>23</b> 0244 2.78 0830 0.72 TH 1515 2.85 2058 0.71		<b>8</b> 0210 2.61 0802 0.73 SA 1453 2.86 2033 1.02		<b>23</b> 0245 2.75 0837 0.35 SU 1544 3.21 2119 0.94		<b>8</b> 0205 2.60 0802 0.50 MO 1515 3.15 2051 1.16		<b>23</b> 0247 2.65 0845 0.45 TU 1556 3.17 2135 1.11		<b>8</b> 0311 2.69 0910 0.36 TH 1629 3.22 2202 1.13		<b>23</b> 0339 2.58 0935 0.69 FR 1640 3.00 2226 1.16	
<b>9</b> 0315 2.64 0906 1.01 TH 1528 2.52 2115 0.87		<b>24</b> 0337 2.86 0924 0.50 FR 1615 3.03 2152 0.71		<b>9</b> 0247 2.66 0841 0.57 SU 1537 3.00 2115 0.99		<b>24</b> 0325 2.75 0918 0.32 MO 1625 3.20 2200 0.95		<b>9</b> 0249 2.65 0847 0.40 TU 1600 3.20 2134 1.12		<b>24</b> 0326 2.65 0924 0.49 WE 1632 3.12 2213 1.11		<b>9</b> 0402 2.72 0959 0.40 FR 1714 3.18 2248 1.05		<b>24</b> 0419 2.56 1012 0.77 SA 1712 2.95 2300 1.13	
<b>10</b> 0354 2.71 0944 1.84 FR 1614 2.67 2156 0.85		<b>25</b> 0423 2.88 1010 0.34 SA 1705 3.13 2240 0.74		<b>10</b> 0324 2.69 0919 0.46 MO 1618 3.08 2154 0.98		<b>25</b> 0401 2.73 0957 0.35 TU 1701 3.14 2238 0.98		<b>10</b> 0331 2.68 0931 0.50 WE 1644 3.20 2217 1.10		<b>25</b> 0403 2.63 1002 0.56 TH 1706 3.04 2248 1.13		<b>10</b> 0455 2.72 1048 0.50 SA 1757 3.10 2335 0.98		<b>25</b> 0459 2.53 1046 0.86 SU 1740 2.89 2331 1.10	
<b>11</b> 0428 2.74 1018 0.69 SA 1655 2.79 2233 0.85		<b>26</b> 0503 2.87 1052 0.26 SU 1750 3.15 2324 0.78		<b>11</b> 0400 2.70 0958 0.38 TU 1700 3.10 2234 0.99		<b>26</b> 0435 2.70 1034 0.42 WE 1736 3.05 2314 1.02		<b>11</b> 0414 2.69 1015 0.36 TH 1727 3.14 2300 1.09		<b>26</b> 0440 2.60 1038 0.66 FR 1738 2.96 2322 1.15		<b>11</b> 0551 2.70 1137 0.64 SU 1838 3.01 2400 1.09		<b>26</b> 0539 2.51 1121 0.96 MO 1808 2.83	
<b>12</b> 0459 2.76 1053 0.57 SU 1735 2.88 2312 0.85		<b>27</b> 0539 2.83 1131 0.25 MO 1830 3.11		<b>12</b> 0434 2.70 1037 0.35 WE 1741 3.07 2314 1.03		<b>27</b> 0509 2.65 1110 0.51 TH 1808 2.95 2347 1.08		<b>12</b> 0458 2.68 1100 0.42 FR 1810 3.05 2344 1.09		<b>27</b> 0516 2.54 1112 0.77 SA 1809 2.87 2355 1.17		<b>12</b> 0023 0.91 0651 2.67 MO 1228 0.82 1919 2.91		<b>27</b> 0003 1.05 0623 2.49 TU 1158 1.07 1838 2.78	
<b>13</b> 0529 2.76 1128 0.46 MO 1815 2.93 2350 0.89		<b>28</b> 0003 0.84 0612 2.78 TU 1209 0.29 1908 3.02		<b>13</b> 0511 2.67 1116 0.36 TH 1822 2.99 2354 1.09		<b>28</b> 0543 2.57 1144 0.64 FR 1841 2.83		<b>13</b> 0545 2.64 1145 0.53 SA 1852 2.94		<b>28</b> 0555 2.47 1145 0.89 SU 1840 2.78		<b>13</b> 0111 0.85 0755 2.65 TU 1320 1.01 2002 2.81		<b>28</b> 0037 0.99 0712 2.49 WE 1239 1.19 1910 2.71	
<b>14</b> 0600 2.74 1202 0.40 TU 1855 2.93		<b>29</b> 0041 0.92 0643 2.71 WE 1245 0.38 1943 2.91		<b>14</b> 0550 2.63 1157 0.42 FR 1905 2.88		<b>29</b> 0020 1.14 0617 2.48 SA 1216 0.77 1914 2.71		<b>14</b> 0029 1.08 0639 2.58 SU 1232 0.69 1936 2.84		<b>29</b> 0029 1.17 0637 2.41 MO 1221 1.02 1913 2.70		<b>14</b> 0201 0.79 0901 2.67 WE 1418 1.18 2049 2.72		<b>29</b> 0115 0.93 0806 2.51 TH 1326 1.32 1948 2.64	
<b>15</b> 0029 0.95 0632 2.70 WE 1238 0.37 1936 2.89		<b>30</b> 0115 1.00 0715 2.62 TH 1318 0.50 2017 2.78		<b>15</b> 0035 1.14 0633 2.57 SA 1240 0.53 1951 2.76		<b>30</b> 0055 1.21 0656 2.38 SU 1252 0.92 1950 2.60		<b>15</b> 0117 1.06 0743 2.53 MO 1326 0.87 2024 2.74		<b>30</b> 0105 1.16 0728 2.36 TU 1301 1.17 1948 2.62		<b>15</b> 0255 0.73 1008 2.73 TH 1523 1.32 2143 2.63		<b>30</b> 0157 0.86 0907 2.57 FR 1421 1.44 2033 2.56	
		<b>31</b> 0150 1.10 0746 2.51 FR 1353 0.64 2054 2.65								<b>31</b> 0147 1.13 0829 2.36 WE 1353 1.31 2032 2.54					

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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

◑ Last Quarter



# WHAT'S HAPPENING IN AUTUMN AT NYS

<b>Mar 23</b>						
Saturday 4	0946-2.24	1607-0.84	Triangular Series 2 Rhyll - Newhaven, stay NYS Marina	0900	1000	Rhyll YC
			Happy Hour/Members Draw & BBQ Dinner		1730	Social Committee
Sunday 5	1048-2.16	1711-0.93	Triangular Series 3 Newhaven - Rhyll (NYS Aggregate 6)	0900	1000	Newhaven YS
Saturday 11			Marley Point Overnight Race			
			Happy Hour/Members Draw		1730	Social Committee
Sunday 12						
Monday 13			Labour Day			
Saturday 18			Happy Hour/Members Draw		1730	Social Committee
Sunday 19						
Saturday 25			Happy Hour/Members Draw		1730	Social Committee
Sunday 26						
<b>Apr 23</b>						
Saturday 1	0822-2.35	1432-0.83	Triangular Series overnight Cruise to Warneet		0900	TBA
Sunday 2	0811-2.26	1417-0.96	Triangular Series cruise to Warneet return		0900	TBA
Friday 7			Good Friday			
Saturday 8			Happy Hour/Members Draw		1730	Social Committee
Sunday 9						
Monday 10			Easter Monday			
Saturday 15						
Sunday 16						
Saturday 22	1446-3.18	0756-0.35	Winter Series Race 1	1100	1200	TBA

## SAILABILITY DATES TERM 1

WED 22 Feb	12.00 to 3.00
Wed 8 Mar	12.00 to 3.00
Wed 22 Mar	11.00 to 2.00
Wed 5 Apr	9.30 to 12.30



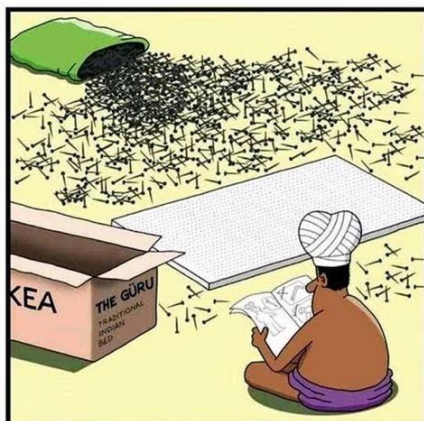
## HAPPY HOUR DRINKS

5.30PM

## SATURDAY EVENINGS

PLUS THE RAFFLES.

COME ALONG



tent

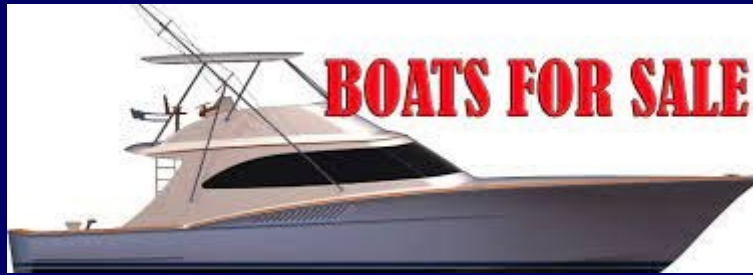


discontent

Finally I understand why cars have these things...







**\$77,500.00**

**2016 Revival 640 Offshore** cabin cruiser with Dunbier tandem trailer, both in almost new condition. Suzuki 175hp has done only 213 hours and was recently serviced. Has all round clears and full instrumentation including 2 Lowrance plotters.

A full list of equipment is listed in the Boatsales advertisement under '2106 Revival 640 Offshore.

Call Derrick 0425 402 774



**\$12,500.00**

**Maxicraft Statesman,**

4.5m Fibreglass half cabin boat and trailer, Reg till 5/11/23, Mercury 40hp motor, power anchor winch, 2 fish finders. Weather cover, Bimini with rod holders, life jackets, many extras.

Precision trailer reg to Feb 2024

All in very clean and well maintained condition, very good vessel for the money.

Call Phil on 0407 771 086



**\$59,500.00**

**1995 Sea Ray Sundancer 230,** with 5,0/V8 Alpha One Mercruiser, perfect family boat.

Full service carried out a few months ago, new Magic tilt aluminium twin axle trailer with Hydrastar break away system. New electric anchor winch, full clears and Bimini top in good condition.

Galley equipped with fridge, sink and stove. GME Marine radio. Marine stereo system, TV.

Lowrance depth sounder, fish finder, GPS combo, telescopic ladder, transom shower, safety gear.

Bost is in perfect working order ready for a new owner.

Call Ray Mascaro on 0418 352 534 for inspection.





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