



*Newhaven Yacht Squadron*

# QUARTERLY

[www.nys.org.au](http://www.nys.org.au)

Autumn 2014



*Dates to Remember ~ Club News  
Aussie Day Cruise ~ New motorboat section*

## Your Committee

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**Marina** – Kevin Holt, Peter Buitenhuis,  
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**Sailing** – Pauline Draper, Alen Garrett,  
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**Motor Boats & Angling** – Pauline Draper,  
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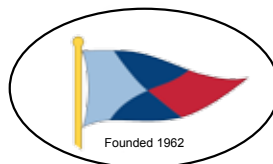
Barry J. Hughes

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# The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981  
Reg No 6155



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*Thanks to Simon Pollard, Rhonda Buitenhuis, Kon Cili, Peter Brown, Pauline Draper, Ian Jemmeson for photo contributions*

**LAST DAY TO SUBMIT ARTICLES FOR NEXT ISSUE 1st May 2014**

# Welcome from the Commodore



**B**Y THE TIME you read this, the new committee will already be five months old. Much has been achieved in this time and all aspects of the club are in good hands. The work to the building continues and is starting to look very exciting, the social events have been well attended and I am pleased to say that we have many new members enjoying these events.

The sailing programs have also been well attended and the fishing programs are ramping up as well. I am very pleased with the activities and commitment of the committee and everyone is working hard to ensure this remains a fantastic club. We are striving to make certain that NYS is a happy club and that all members feel that they can participate in our activities and get the most out of being a member.

We were saddened by the passing of Desma Sterling, staunch supporter of our sailing program and wife of our Secretary, Bob Sterling. She will be missed by many members of the club. Bob has, despite this sad time, continued his important role as NYS Secretary with great efficiency and he is to be congratulated for his commitment to the club.

One thing the committee has been working on is a servery window and re-organisation of the small storeroom on the upper level. We have had a few members with concerns that this idea is 'The Bar' discussed at the recent AGM, but this is not the case. All we are attempting to achieve is a more friendly way to serve drinks to our members on various occasions rather than serving through the doorway to the storeroom, which is our current method. The Club already has a liquor licence, and we already serve alcohol at various functions. Nothing has changed, including that alcohol will only be served by volunteer members who have completed the Responsible Service of Alcohol course. The rules for service of alcohol will remain exactly the same as it has been, and the servery, which is still to be designed by the building sub-committee, will have a lockable, non-transparent shutter so that when not in use, it will be unobtrusive.

We have trialled serving drinks from the kitchen servery on various occasions, and this created a much friendlier atmosphere so we believe this new idea will be not only friendlier, but safer. The BYO policy will remain exactly as it has been and will not change. The committee believe this will be a big improvement to the current situation. With regard to 'The Bar' we are investigating what other clubs are doing, and the pro's and con's, but speaking to many members this is a contentious issue and it would appear that the general feeling with most members is that we don't want a proper bar set up. Many members feel it would change the fabric of the club. Hopefully, the measures we are looking at will appease members who are critical of the current arrangements.

Many of you will have noticed that the Maintenance Yard has been cleaned up and rearranged, making the area much safer and more workable. The new gantries are excellent and a lot of effort has been put into improving conditions in the yard. Glen Botterill is our representative and yard manager for this area, so it is important to work with him with regards to boat maintenance or anything to do with the yard.

There are many members who do work around the club with little recognition or self interest and this is to be congratulated. Sometimes it is nice to point out some special efforts of things that members are doing behind the scenes which benefit all of us. With this in mind, I would like to thank Peter Watson who has volunteered to be our 'meet and greet' person for new members at our monthly committee meetings. Peter takes the new members in hand and shows them around the club and marina, which helps to introduce them to the club and it's facilities. I would also like to give thanks to Neville Watts who is currently looking after casual berth allocation and Andrew Purnell who puts in a lot of time helping with handicapping for yacht races and representing our club with Yachting Victoria. There are many members who quietly contribute to the club, and it is volunteers and efforts from our members like this that help make our club what it is.

As many of you would know, the Club is approaching its fifty second anniversary and I would like to take this opportunity to thank Ian and Margaret Jemmeson for their hard work and diligence in keeping track of our archives and recording the history of our club. You will see in the Quarterly over the next several issues some excerpts from their detailed records.

Ian and Margaret are to be congratulated for their diligence and the many hours spent, so that we have these records for future generations. Ian and Margaret have agreed to continue this work that they started and we are fortunate to have members like them who give their time so freely. I am sure if anyone would like to learn more about the history of our club, Ian would be delighted to speak with you.

Since taking over as Commodore, I have been very pleased to meet many members, both old and new, with whom I was not previously acquainted. It is always a pleasure to walk around the club and marina and see happy, friendly faces of people enjoying their boats and boating. I am always happy to discuss club issues with those who would like to talk about any concerns or ideas. I look forward to seeing you around the club.

Happy and safe boating,

*Peter Buitenhuis*



# On the Water

## with the Rear Commodore

Pauline Draper



THERE HAS BEEN A LOT OF ACTIVITY around the club in the past couple of months. Summer holidays have seen a lot more people out and about. The Clubhouse upgrade has begun and while the building works have so far not had much effect on our use of the building, our old Radio Room has disappeared and the new one is at the moment has no walls or equipment. I would like to thank Simon Pollard and Alen Garrett for negotiating a delay in pulling the radio room apart until after the Round Phillip Island Race. Alen has set up a temporary aerial and radio so that we are able to monitor races. We have also purchased a handheld VHF radio which will be used while the radio room is rebuilt and also for dinghy racing.

Our sailing program is now about half way through. Since my last report we have held the Commodore's Cup, the Round Phillip Island Race, the Double Handed Race and Aggregate 5 which was also the first leg of the Triangular series.

Nine yachts competed in the Commodore's Cup on the 30<sup>th</sup> of November. Conditions were fairly light and as always there was some very close racing with Bumble Bee winning the race. There were insufficient entries for the Half Phillip Island Race on the 7<sup>th</sup> of December as most boats prefer the challenge of the round Phillip Island Race. Seven yachts entered and battled extremely light conditions. The race had to be shortened to finish at the Tiger Pole at Rhyll. Strong tides and light winds made this race extremely challenging particularly near Seal Rocks with Slipstream being victorious.

The Double Handed Race was added to our program last season and proved very popular. This year the race was held on the 11<sup>th</sup> of January with 12 yachts entering. The wind was perfect for sailing and a challenging course with plenty of windward legs was sailed. Dark Knight sailed a great race to win the event.

Aggregate 5 was held on the 18<sup>th</sup> of January. This is also the first leg of the Triangular series. It was great to see 12 boats contesting this race which is always a long day starting at Rhyll and finishing at Cowes. Genie won the club race while we had boats in second, fourth and fifth places in the Triangular Race. This is an excellent start to the Triangular Series for Newhaven and hopefully we can repeat those results in the next to races.

Dinghies started on the 17<sup>th</sup> of November with races 1 and 2 of the Aggregate Series. Five boats competed with four of those being Mirrors. There was some great competition with Chris and Tiffany Wilson in Lil Vu winning one race with Matt Draper and Chelsea Wilson sailing No Name winning the other. Races 3 and 4 on December the 15<sup>th</sup> were cancelled due to lack of wind and availability of sailors.

The weekend of the 1<sup>st</sup> and 2<sup>nd</sup> of February was the Rosebowl Regatta. Due to predicted high temperatures we decided to change the regatta to short course races and ran all four races on the Saturday. Nine boats competed, two of these were guests from Rhyll Yacht club and there was some very close racing. Geoff Graham sailing Mirigini won one race with Matt Draper and Chelsea Wilson sailing The Dilemma winning three races to take out the regatta.

There has been no Motor Boat and Angling events since my last report. A Sub-Committee Meeting has been held and some exciting events are planned. Please watch the calendar for these events and come along and enjoy.

See you on the water,

Pauline

### SAILING RESULTS

EVENT	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
DIVISION 1			
Commodores Cup - 15-12-13	Bumblee Bee - K Arnup	Dark Knight - T Leppin	Avocado - G Graham
Round Phillip Island - 2-12-13	Slipstream - Cassar	Laafin - K Cili	Avocado - G Graham
Double Handed Race - 17-01-14	Dark Knight - T Leppin	Genie - Huther	Yasawa - C Baker
Aggregate 5 - 23-01-13	Genie - A Huther	Slipstream - M Cassar	Yasawa - C Baker
DINGHIES			
Aggregate 1 - 17-11-13	No Name - M Draper	Lil Vu - C Wilson	Trilby II - A Garrett
Aggregate 2 - 17-11-13	Lil Vu - C Wilson	No Name - M Draper	Trilby II - A Garrett
Rosebowl Regatta - Race 1 - 1-02-14	Mirigini - G Graham	The Dilemma - M Draper	Trilby II - A Garrett
Rosebowl Regatta - ace 2 - 1-02-14	The Dilemma - M Draper	Mirigini - G Graham	Muzbe - M Gilchrist
Rosebowl Regatta - ace 3 - 1-02-14	The Dilemma - M Draper	Lil Vu - C Wilson	Hi Tide - M Cassar
Rosebowl Regatta - Race 4 - 1-0214	The Dilemma - M Draper	Mirigini - G Graham	Lil Vu - C Wilson

# Dates to Remember

## NEWHAVEN YACHT SQUADRON CALENDAR OF EVENTS

DATE	HIGH TIDE	LOW TIDE	EVENT	BRIEF	START	OOD
<b>MARCH 014</b>						
Saturday 1	1224 - 2.52	1820 - 0.60	Aggregate 6/Triangular 2 - Rhyll to Rhyll			Rhyll YC
Sunday 2	1345 - 2.67	0707 - 0.83	Dinghy 5 & 6	1200	1300	Pauline Draper
Saturday 8	0606 - 2.84	1200 - 0.25	Committee Meeting		0900	Peter Buitenhuis
Sunday 9	0640 - 2.74	1238 - 0.34				
Monday 10	0714 - 2.63	1315 - 0.45	LABOUR DAY			
Saturday 15	1139 - 2.22	1743 - 1.02	Three Humps Race	0900	1000	Andrew Purnell
Sunday 16	1255 - 2.33	0636 - 1.12	Dinghy 7 & 8	1100	1200	Pauline Draper
Saturday 22	1738 - 2.98	1047 - 0.35	Aggregate 7/Triangular 3 - Rhyll to Newhaven		1100	Newhaven
Sunday 23	1819 - 2.95	1126 - 0.31	Sailing Sub Committee Meeting		0900	Pauline Draper
Wednesday 26	2031 - 2.73	1329 - 0.45	Mid-Week Twilight Race	1700	1800	Proposed
Saturday 29	1053 - 2.49	1641 - 0.80	Aggregate 8	1000	1100	Deja Vu
Sunday 30	1219 - 2.60	1804 - 0.83	Around French Island	0800	0830	Andy Chappell
<b>APRIL 2014</b>						
Saturday 5	1748 - 3.05	1050 - 0.28	Aggregate / Triangular resail		TBA	TBA
Sunday 6	1723 - 2.97	1029 - 0.35	DAYLIGHT SAVINGS ENDS			
Sunday 6	1723 - 2.97	1029 - 0.35	All Species Fishing Competition		700	Andy Chappell
Saturday 12	0847 - 2.26	1435 - 1.12	Night Race	1700	1800	
Sunday 13	1004 - 2.29	1550 - 1.20	TAG & TEST See page 25			
Friday 18	1457 - 3.05	0756 - 0.46	GOOD FRIDAY			
Saturday 19	1541 - 3.11	0839 - 0.37	Easter Saturday – Ladies Race	1200	1300	Rob Wilson
Sunday 20	1623 - 3.11	0922 - 0.31	EASTER SUNDAY			
Sunday 20	1623 - 3.11	0922 - 0.31	Fishing Clinic and Competition		0900	Andy Chappell
Monday 21	1705 - 3.08	1005 - 0.31	EASTER MONDAY			
Friday 25	0725 - 2.57	1310 - 0.74	ANZAC DAY			
Saturday 26	0835 - 2.54	1412 - 0.89	Single Handed Race 2	1200	1300	
Sunday 27	0954 - 2.59	1526 - 1.01				
<b>MAY 2014</b>						
Saturday 3	1543 - 3.12	0839 - 0.38	Presentation Night		1800	Pauline Draper
Sunday 4	1619 - 3.08	0919 - 0.42	Motor Boat and Angling Meeting		1600	Andy Chappell
Saturday 10	0722 - 2.39	1300 - 1.08	Committee Meeting		0900	Peter Buitenhuis
Sunday 11	0820 - 2.37	1350 - 1.21				
Saturday 17	1435 - 3.15	0732 - 0.43				
Sunday 18	1532 - 3.20	0831 - 0.35				
Saturday 24	0732 - 2.66	1301 - 0.88				
Sunday 25	0838 - 2.65	1400 - 1.04				
Saturday 31	1436 - 3.10	0735 - 0.50	Winter Series Race 1	1200	1300	
<b>JUNE 2014</b>						
Sunday 1	1535 - 3.10	0809 - 0.52				
Saturday 7	0613 - 2.52	1148 - 0.99				
Sunday 8	0700 - 2.50	1229 - 1.11				
Monday 9	0754 - 2.49	1315 - 1.23	QUEEN'S BIRTHDAY HOLIDAY			
Saturday 14	1316 - 3.06	1848 - 1.22	Committee Meeting			Peter Buitenhuis
Sunday 15	1412 - 3.17	1945 - 1.09				
Saturday 21	1841 - 2.96	1200 - 0.73				
Sunday 22	0729 - 2.77	1280 - 0.95				
Saturday 28	1321 - 2.96	1900 - 1.20	Winter Series Race 2	1200	1300	
Sunday 29	1407 - 3.00	0657 - 0.62				

Committee Meetings

Public Holidays

Social Events

Winter Series Trailerable and Keelboats

Summer Series Trailerable and Keelboats

Motor Boats and Angling

Dinghies

Training

# Vale - Audrey Taylor

AUDREY DIED PEACEFULLY during the early hours of December 20th 2013, aged 96. Her long life had been devoted to her husband, George, and to her 4 daughters, Jan, Gail, Terrell, Kris and our families.

Audrey met George Taylor who was recently widowed, at the "Continental" in Cowes and their subsequent marriage gave 3 small children a "new" mother. Kris was born a few years later.

Throughout the years, Phillip Island and Newhaven in particular was the much loved, long holiday retreat of the Taylor family. Fishing from small crafts, "Trouble" and then "Double Trouble" was a favourite past-time for us all. In those days flathead, King George whiting and leatherjackets were the catch of the day! We girls were taught to bait and hook our own lines, untangle them when chaos reigned, and to gut and clean the catch on the way home. Ugh! But we decided it was all worth the effort through mouthfuls of deliciously fresh fish.

George Taylor was a Foundation Member of the Newhaven Yacht Squadron and donated a fully equipped "Cherub" for aspiring young sailors in the club. Early on he was Rear Commodore and later Vice and then Commodore in 1974-75 at the time of his death.

From the beginning, Audrey supported George in his interests that saw the development of the club and later the establishment of the marina in 1972. He would be so proud to see it today!

Audrey was a member of the social and fund-raising committee and gladly played her part in offering hospitality on special occasions. Indeed, the very first sail-past was held in pouring rain and a morning tea in our 'shed' provided warmth and solace and a venue for much discussion and camaraderie.

During International sailing events the Taylors billeted competitors providing hearty meals, listening ears and encouragement. Many a time Audrey dried out our water-logged clothes and equipment hauled to safety from a "bottling" adventure in the bay.

Always supportive of her daughters' sailing pursuits, Audrey was ever on rescue-alert. In 1965 the Cherub Titles were held in WA. Across the Nullabor we all went, Audrey



*Audrey and George – fondly remembered*

tentative and then terrified when gales and storm threatened every boat, capsizing most of them! Nonetheless we girls loved the thrill of sea and spray in our sailing days.

M.V. "Florence" led the Sail-past in 1974, skippered by George, Vice Commodore at the time and Audrey was there, proud to be wife of the Flag Officer of the Day, one of George's last official duties. Audrey was made an Honourary Life Member of NYS in 1976 for 'devoted service and in honour of George'.

NYS began as "one big family," togetherness being a key-note of its character. A wonderful community facility, borne of local skills, knowledge and labour with goodly measures of enthusiasm, commitment and passion poured in, is credit to the hands and hearts of all who have dedicated themselves to its outcome. The Taylor girls are proud that their parents played an influential part in the Squadron's inception and life.

Audrey loved her Newhaven home and proudly maintained it in honour of George and for the ensuing enjoyment of their many grand and great-grand children. For their joint legacy we are eternally grateful.

*Gail Pritchard.*

# The Newhaven Yacht Squadron Inc.

## Marina Berth - Waiting List

Updated 2 February 2014

NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12
C. WARTNABY	13/10/2008	13/10/2008		X					
A. HUTHER	17/04/2009	18/05/2009							X
B. MACKAY	19/09/2009	13/10/2009		X					
N. WATTS	25/05/2010	12/06/2010		X					
S. JACKSON	28/06/2010	10/07/2010				X	X		
P. DUNSTAN	20/11/2010	10/12/2010	X						
R. HEMMINGS	10/12/2010	10/12/2010		X					
S. FLACK	RELISTED	1/04/2011		X					
D. THOROGOOD	RELISTED	1/04/2011	X						
T. BOSCHMA	1/04/2011	1/04/2011							X
S. BILALIS	19/06/2011	19/07/2011		X					
M. DIXON	3/07/2011	9/07/2011		X					
C. CAMPBELL	17/11/2011	19/12/2011	X						
C. ZAMMIT	11/12/2011	14/01/2012		X					
R. NEWMAN	26/12/2011	14/01/2012		X					
R. EDWARDS	14/01/2012	14/01/2012	X	X					
P. WELLS	8/01/2012	14/01/2012		X					
R. MCKEON	14/01/2012	14/02/2012				X	X	X	
J. SELLERS	RELISTED	23/05/2012		X					
C. GORAL	RELISTED	8/06/2012		X					
S. BANN	RELISTED	20/06/2012			X				
R. PARKER	RELISTED	31/07/2012		X	X				
P. YOUNG	RELISTED	31/07/2012		X					
K.CILI	RELISTED	Sep-12						X	
J. CARDAMONE	22/08/2012	13/10/2012		X	X	X			
F. VAN PELT	18/09+/12	13/10/2012		X	X				
G. TAYLOR	18/11/2012	12/12/2012	X	X	X				
T. PATKIN	12/12/2012	12/12/2012							X
D. LOWEY	13/12/2012	9/01/2013	X	X					
P. BENJAMIN	RELISTED	25/01/2013					X		
P. INNES	02/02/013	8/02/2013				X		X	X
G. BIGGS	RELISTED	30/03/2013					X		
K. PRATT	RELISTED	19/04/2013					X		
M. ELLIOTT	27/04/2013	4/05/2013		X					
M. DRAPER	2/05/2013	4/05/2013					X	X	X
R. CARSON	RELISTED	20/05/2013	X	X					
C. DIGGINS	16/05/2013	8/06/2013		X	X				
A. DENMAN	RELISTED	14/06/2013	X	X					
D.MAWER	3/03/2013	13/07/2013		X	X				
G.BIRD	24/04/2013	13/07/2013	X	X	X				
G.BOULD	22/06/2013	13/07/2013					X	X	
D.SADLIER	24/08/2013	12/10/2013	X	X	X				
K.GWYNNE	31/08/2013	12/10/2013					X		
M.SANDO	24/09/2013	12/10/2013		X	X				
P.WOOD	17/10/2013	9/11/2013	X						
J.REITER	RELISTED	22/10/2013			X				
A.RIGBY	30/10/2013	9/11/2013							X
A.McLEOD	31/10/2013	9/11/2013	X						
K.WOOLAN	10/11/2013	11/01/2014	X	X					
N.WHITE	27/11/2013	11/01/2014	X	X					
A.O'SHEA	RELISTED	11/01/2014			X				
R.MORGANELLA	7/12/2013	11/01/2014	X	X	X				
J.GROVES	11/01/2014		X						
A.GLASS	13/01/2014		X						
AS AT SUN 02/02/2014									



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# NYS Social Scene

Kon Cili



DEAR MEMBERS AND FRIENDS,  
On the club social scene since last year AGM we have had three great functions, all well attended by members and guests. Supporting the club in these events is essential and I as social secretary with the team very much appreciate it. Due to the building of the extension, Christmas dinner was organised at the very last minute with only one date available (14<sup>th</sup> December). We had a large attendance, over 80 people. It was a very enjoyable night, with a terrific atmosphere and was great outcome for the new social committee and the club. It was very nice to see so many happy faces there. Everyone enjoyed a very tasty dinner organised by Brad and Paradee from Big Waves. Big Waves has now been sold and they have bought a new place in Woolamai called Burnt Toast.

Superb music provided by a Melbourne band “Bloodless Knives” was the final icing on the cake. This very successful night will give me more drive to try to improve the social aspect of the club even further. Another function also organised at the last minute was the New Year Eve celebration. Again a great turn up (around 80 people). It was a very casual and happy night. Peter Buitenhuis and his band entertained us with their fabulous dance music from 10 p.m. until 12.30 a.m.

What is next? I guess one of the first functions coming up is Easter with the Easter bunny. Also light dinners after the races are in plans. Cost will be minimal. Maybe we should run a trial

period of two months, one dinner each month after the race in which we will also include regular members who arrive at the club for happy hour drinks. The other suggestions, especially for winter time, would be a Trivia night and a Murder Mystery night as suggested by a member. We will explore all these options and will let you know the outcome. Please drop me a line on my social club email or just have a chat with me down at the club. Your feedback is very important. Also please check the club website on a regular basis.

I would also use this opportunity to thank everyone who helped to set up the club house for all our functions and cleaning afterwards. Your help is greatly appreciated. Also I would like to pay tribute to Desma Sterling who sadly passed away recently. Desma contributed tirelessly to the club events, and she will be greatly missed.

**Important note:** In regards to Variety Splash charity event that Team Laafin has been involved with over the past six years, I would like to notify everyone who has donated money towards our team that the event has been postponed for this year. The next event will be held in February 2015. All the funds raised will be recognised and taken into account for the 2015 Variety Splash. For more information please check Laafin’s website : [www.laafin.org](http://www.laafin.org)

Kon

## Mud Flats and Tidal Flows

-The History of the Newhaven Yacht Squadron 1962-2012

ON 15<sup>TH</sup> NOVEMBER 2008, I was part of the excited crowd at the Opening of the New Marina Extension at the Newhaven Yacht Squadron. The day turned out to be a grand affair celebrating 10 years of planning and hard work. The summer sun shone warmly, the sea and sky sported their most inviting blue and the wind fluttered the many colourful flags that decorated the clubhouse and that were strung on the wires of the yachts and boats in the marina. The guest speakers reminded us of the founding of the squadron, of the many events that had taken place over the years and about the deeds of members past and present. After the official opening, members stood around in groups exchanging yarns and tall stories. It was then that the idea of a book commemorating the first fifty years of the Newhaven Yacht Squadron was born.

The book is now in the final stages of production. It traces the story of George Bass when he sailed into these waters on 3 January 1796 and found a safe haven with its familiar tidal flows and mudflats which he named Western Port. It describes the history of the settling of this region finally arriving to that momentous summer day in 1962 when the idea of a yacht squadron was born.

The following chapters detail the exploits of the squadron and its members in ten year periods while the final chapter celebrates the fiftieth anniversary of the squadron and contemplates the future directions that the squadron might take. The book is a rich record of the squadron and the amazing work that has been done by its members to build it into the vibrant and exciting club it is today.

Your committee is now considering whether to support the publication of *Mudflats and Tidal Flows – the History of the Newhaven Yacht Squadron 1962-2012*. As the author of the book, as well as a member of the squadron I have volunteered my time into its production. I will also deem the copyright of the book in perpetuity to the Newhaven Yacht Squadron. This book, apart from making fascinating reading, will proudly represent the squadron in Australia and overseas. Its sale will continue to add to the squadron’s resources. Your comments regarding the possible publication of this book are invited. Please contact the Secretary at [secretary@nys.org.au](mailto:secretary@nys.org.au).

*Wanda Stelmach (Author/NYS member)*

# 2014 AUSSIE DAY WEEKEND CRUISE

– a personal journey

by Stan Jackson

BEING A RELATIVELY NEWBIE to cruising, I was quite excited – but somewhat apprehensive – as we motored out of the marina on a clear and sunny Saturday morning, and toward an enticing southerly of about 12 knots. I had heard many positive and good-humoured anecdotes about the annual Australia Day Weekend Cruise, and I was really looking forward to my big adventure into the unknown (to me) parts of Westernport Bay.

At the pre-voyage briefing it was decided to sail to Chicory Lane via the Middle Spit Channel. Mmmmmm ..... already some trepidation: got to go around Tortoise Head – haven't done that before, supposed to be shallow for a long way out; got to navigate the Middle Spit Channel – looks bloody narrow on the chart; then there's this Crawfish Rock – they say you can sail between it and French Island – looks too narrow to me; and finally, got to get up Chicory Lane and anchor – I've been told you need to be extremely careful where you anchor at high tide because the mud flats come at you from both sides as the tide falls, so it's crucial to anchor in the middle ..... My only reassurance was the knowledge that I had decades (probably centuries!) of experience and wisdom around me for support.

But, my biggest concern about the weekend was that it was The Admiral's (Alex) first over-nighter – so, the cruise just HAD to go right! It had to have some excitement – but nothing life-threatening; some expending of energy – but rest and relaxation were essential; some rest and relaxation – but socialising was essential too; and everything on, in and under the boat had to function without mishap (I try to tell her that that's not how boats behave in real-life). It was also the first time I'd taken out my tender. Would it get in the way when I reverse out of the pen? How was it going to tow? How was it going to row? Would my planned strategy for getting out of the yacht and into the tender work? SHOCK/HORROR! What if Alex ended up in the water during the process!?! Ohhhh, the pressure!

The pre-voyage briefing, conducted by Ian Jemmeson who has been the long-time organiser of these cruises, did help relieve my anxiety somewhat. Safety was emphasized throughout the discussion, and the welfare of, and enjoyment for, all were underscored.

As low tide was only a couple of hours after briefing, there was a definite sense of urgency to depart the marina promptly – which most boats did: Joalda with Ian and Margaret Jemmeson; Ankira with Peter and Marianne Watson; Synergy with Alen and Denise Garrett; Caspian with Derrick and Mim Kershaw; Sundari with Mark and Allisa Elliot; Catspaw with Tom and Mark Lainson, and finally, Relackson with myself and Alex. Concern No. 1 eradicated: the tender behaved beautifully as we left the pen and the marina.

Ahhh. We're finally off! As we headed up the channel looking at the yachts ahead of us – their sails wind-filled, and cutting like long knives through the clear, blue sky just above the horizon – I forgot all about my concerns, and quickly sank into the inescapable captivation of sailing. I am once again transfixed under its custody by the sensations of freedom, solitude, and serenity; by the conspicuous noiselessness, broken only by the busy gurgling of the rushing wake; by the embracement of that precarious partnership with the elements – sometimes so very much on your side, sometimes such a formidable and dangerous adversary; and by the awareness that it is only your ever-increasing knowledge and skills and your decision-making, for this momentary time in life, that completely determine your immediate fate. Ahhh, yes – I'm hooked.

Some of the boats were seduced by the favourable southerly and the in-coming tide and made way for Chicory Lane without a planned stop. With grace and purpose, they rounded Tortoise Head in the distance and sailed north out of sight. We joined Synergy and Caspian at anchor at Observation Point, where we dined on our "school lunch" sandwiches. I was assured the evening meal would be much more appetising.

After our delectable lunch, the three boats pulled up anchor and set sail for Chicory Lane. The less-experienced captains took the newbie course, consciously and carefully adhering to the chart requirements, and sailed to the cardinal marker well south of Tortoise Head. To my surprise, the other more experienced captain executed a somewhat cavalier approach, and undertook a course that cut across the Tortoise Head shallows. As we rounded the cardinal mark (as required by the chart!), this daring vessel



*Dawn - what better sight to start a wonderful new day?*

defiantly began to make way up Middle Spit Channel – leaving us pitilessly in the distant memory of its wake! Mmmmm .... store that one away .....

After rounding the cardinal mark – and mumbling disgruntlement at being left so far behind – the Middle Spit Channel loomed in front of us. The tide was about half way in, and we had a tail breeze of about 5-7 knots. The Channel didn't look too confronting – and turned out not to be, thanks to the chart plotter. We took advantage of the benign conditions and meandered our way up the channel, passing lazy little fishing boats that gently bobbed up and down at anchor with the apparent contentment displayed by cows scattered throughout a paddock chewing their cud. We lazed peacefully, relaxed at watching the world drift by. All that was required was to keep watch on the chart plotter and to jibe at its command. To plagiarize the movie, *The Castle*, “Ahhh, the serenity”. After paying particular interest to, and successfully avoiding, a submerged rock near the top of the Channel, my confidence was growing as we started to turn east. I had ticked off another of my once-significant potential dramas.

But, there loomed Crawfish Rock! Or was it Alcatraz Island – bold, black, and threatening. Is that old, rusty structure protruding threateningly from it the remnants of a ghostly gallows? Well, they said it could be done... and, hey, it was a piece of cake. We sailed between it and French Island with plenty of room on either side.

Now into Chicory Lane; and then to anchor. I could see the other yachts anchored with plenty of water around them – and plenty between us and them. This looked easy. We just head straight for them... Not quite. Not long after pointing the bow in the direction of the sleeping – but stately – little flotilla, a cursory (and embarrassment-saving) glance at the plotter abruptly disclosed that the current course was condemning us to a grounding in the shallows. A sudden and sharp course alteration to starboard hastily followed. Needless to say, the remainder of the course to the other boats was determined by the plotter – not by the ignorant eye of a faltering newbie.

Now, to anchor – and oh no, in front of a crowd! And we all know what tends to happen with boats when we have an audience. But, this newbie does have his clever moments. I was very keen to anchor at Observation Point for my appetizing lunch earlier in the day: I knew it would give Alex and me an opportunity to have our first go at anchoring together – which we did quite well. So, as we crept by the other boats as inconspicuously as we could and approached our chosen anchorage, we did so with a small degree of inner confidence and (in case someone was watching) with the outward nonchalance and arrogant bravado of an old salty. As inexperienced as I am, I am very much aware of the holy grail of anchoring etiquette: don't drop the pick too close to any other boat. Easy – we'll just go right to the lee-tide end of the cluster and out of everyone else's way. Well, here we go: pick a spot, very slowly into the wind, wait until the boat has stopped, drop the anchor, very slowly in reverse, half the scope out, reverse a bit harder to dig it in, slow reverse and let out the remainder of the scope, secure the line, line up and watch a couple of objects to ensure you're not drifting (let out a huge – but silent – gasp of relief). Again, that was a lot more straight-forward than anticipated. There were no raised voices – no hint of a mutiny at all. Alex carried out her role in the cockpit to perfection; and there was a short, celebratory exchange of compliments and accolades (but again, in silence).



*Stan (behind wheel) and Alex (foreground left) discover Happy Hour à la Cruising*

A couple of minutes after rejoicing in our success, Ian informed us via VHF that drinks would be held on Ankira in about half an hour. Mmmmm, the last of my challenges: using the dinghy. And, with the possibility of Alex getting wet, this was the most daunting task. During the previous week I had had expert advice on the best way to board and alight from the dinghy. All suggestions were trialled and scrutinized, and a precise strategy was agreed upon. Again, I had some confidence in achieving this mission with complete success.

When I observed other tenders buzzing about – with Derrick being the taxi collecting those without a tender – I made preparations. I successfully climbed down into the dinghy and secured it for Alex to do the same – which she did without mishap. Phew..... All was going well. I let go of the painter, set the oars, and started to row... Oh, oh! By the time I started to row we were 30+ metres down tide – and that distance was increasing rapidly! Quickly: row, row, row – which I vigorously did. There was good news; and there was bad news. The good news: we had stopped going with the tide. The bad news: we weren't making any headway into the current at all. Mmmmm, a Mexican Standoff – me against the tide! With a couple of hours of flooding tide still to go, it was obvious who was going to give way first. Fortunately, the Caspian Taxi driver witnessed the desperation (and perspiration) of our situation, and came to our rescue in his little motorised vessel. As we were being towed to Ankira, I was firmly and decisively delivered an admiralty order: “You need to get an outboard motor!” (This was quickly purchased within a fortnight – the first item bought for the boat without the obligatory, “And how much will that cost?”)

Peter and Marianne were most welcoming. We all fitted snugly into and onto Ankira and chatted about the day's sailing, past adventures, boat maintenance, the best way to do this, the best way to do that, sailing gear, boat fittings, boat maintenance (again), etc, etc. Personally, I was already in research mode: my conversation/questions focussed around outboard motors! There was also mention made about the foreign ‘party boat’ from last year that had returned and anchored a little to the west of us – not far past Sundari, our most westerly boat. This disdainful vessel was scowled upon because of the noise that reverberated from it during the night last year. Shame, shame, shame.

*...continued next page*



As the stately orange sun began its daily slumber – sneaking behind whatever, depending on where you are at that magical time – all the visitors started to climb back into their tenders and made way back to their own boats. This time Alex and I were able to take advantage of a favourable ‘partnership with the elements’, and drift back to Relackson with minimal effort on the flooding tide. As we did so, Tom and Tanys arrived at the anchorage on Hunters Moon.

After dinner, Alex went to bed early. I climbed out of the cabin and into the cockpit to be a part of the best time of the day at the best time of the year. I was greeted by tranquillity and grandeur: not a breath of wind; sheltered from the rest of the world by a far-reaching barrier of still water; and complete silence, except for the occasional call of a distant bird as it prepared to settle for a warm and restful night. As I stood and gazed all around me, I felt as though the world was mine, and mine alone.

How fortunate was I to be here. After standing paralysed by the moment for some time, I noticed that something was different from earlier in the evening: Sundari had moved to the middle of our group. I chuckled as I climbed back down into the cabin. A fruitful and fulfilling day had come to an end.

The next morning greeted us with an enticingly warm welcome. The sun had wakened from its systematic slumber, and was promising to keep its azure and spotlessly clean domain cloudless for the whole day.

Our day was spent primarily partaking in that “rest and relaxation” that was mandated by the commander-in-chief, and it mainly entailed said commandant lying back under the bimini reading a book. I interspersed some horizontal meditation with the occasional fixing this, improving that, and trying out what might be possibilities. Our day of solitude was pleasantly broken by an invitation to a morning cuppa on Caspian – which was greatly enjoyed.

Most boats remained at anchor and apparently did similar to us. But a couple did leave the anchorage and pursue a more active day: Sundari and Hunters Moon left early in the morning and didn’t return; Synergy journeyed to Warneet jetty and met up with some grandchildren and their parents for a while; and Catspaw



*Snugged down for the night - a scene familiar to all cruisers*

sailed to Watson Inlet, and then explored the Middle Spit Channel. We less-enthused spent the day enjoying the sunny, near-windless and cloudless day, sitting motionless in a glass-like cradle, being gently swayed by the whim of the tide or the occasional mini-breeze.

As expected, our sleepy little community came to life around 1700 hours with a flurry of dinghys – all converging on one targeted vessel. This time we had the pleasure of having drinks on Caspian; and, so as not to repeat the previous night’s disconcerting encounter in our tender with the tide, our much-appreciated Caspian Taxi came and collected us from Relackson (many thanks, Derrick). Again, we had an enjoyable social gathering, with some similar discussion to the previous night about the trials, tribulations, wins and (but with substantially lesser emphasis) failures of our sailing experiences. I relentlessly continued my verbal research into dinghy outboards. Just before it was time to call it a night on Caspian, Girt By Sea with Rowan and Yvonne McKeon arrived at the anchorage. As we were all returning to our own boats, an unforecasted north-easterly started to brazenly announce its arrival. And, as the night transpired, it continued to establish itself as the dominate element in our miniature world at the top of French Island. But, in the early hours of the morning, it drew tired of imposing its power and prominence upon us, and it decided to slowly withdraw to find other quarry to intimidate.

On the Monday morning we awoke to identical conditions as the previous morning. As we wanted to be back at the marina by midday, Alex and I left the sleepy anchorage early. The forecast was for a gentle northerly, which would have been ideal for us to sail down the Middle Spit Channel. As we exited Chicory Lane we searched in vain for the anticipated breeze. It was nowhere to be felt – and never eventuated at any part of our four hour motor back to the marina (via the Tortoise Head shallows, I must smugly declare). This was disappointing. It was not a desirable ending to our first Aussie Day Weekend Cruise; but we didn’t let it dominate our thoughts and feelings about our fulfilling weekend.

We both agreed that the weekend was an outstandingly successful initiation into the world of bay cruising: we both had to confess that the rest and relaxation certainly didn’t hurt us; we overcame some (now insignificant) misapprehensions; and we thoroughly enjoyed the company of our fellow cruisers – and their care of and concern for us (I must especially thank that cavalier skipper for his constant radio contact to ensure we were always fine).

At the conclusion of the weekend I felt as though my sailing skills and confidence had grown considerably. And on reflection of where I was a season or two ago, I appreciated the extent of development I had made over that time. Much of that progress had been due to the support and guidance from a number of individual club members – some given incidentally on one-off occasions, and plenty provided by one member who took me under his wing (and to whom I owe so much). These are the people who make being a member of the Newhaven Yacht Squadron such an enjoyable and fulfilling experience.

I sincerely thank Ian and Margaret for organising and leading the cruise. They have done so very successfully for many years – and it is obviously because of their efforts that I had heard so many positive comments about the cruise. As a pretty inexperienced and apprehensive newbie, they made me feel very welcomed and secure.

Alex and I now impatiently look forward to the 2015 Aussie Day Weekend Cruise.



# In the beginning...

*From Ian Jemmeson's NYS archives*

*We are fortunate having people like Ian and Margaret Jemmeson who have preserved valuable documents and photos that tell the story of the Club's birth and growth. Subsequent issues of the Quarterly will reprint more of these historic treasures.*

PERCY FRASER, KEN LACCO AND LINDSAY TALBOT started the first movement toward forming a yacht club with an impromptu discussion one day as to what they should do to keep the kids occupied. They arranged the inaugural meeting of interested local people, which culminated in the formation of the Newhaven Yacht Squadron.

Deciding where they might build the Club was the first priority and Percy, Ken and Lindsay in the formation group had much discussion and lobbying with the Local Council. The Shire Secretary Jock McKecknie and Ted Jeffrey the Shire President were very supportive of the idea to form the Club.

Initially the Shire wanted the Club to be set up on the sand at Cleelands Bight. This area was not favoured by any of the formation group and eventually a three-quarter acre waterfront site where the Club is now situated was rented from the Council at an Annual rental of ten pounds.

The Club received a Tourist Development Grant for the building of the boat ramp. This ramp was used for the launching of club boats and was also made available to the public.

By June 1963 the Clubhouse was built to lock up stage, but the Club had no toilet facilities and arrangements were made for the Shire to build the public toilet, which is still in use today near the Marina entry stairs.

Once the Club came into use, local members started the tradition of meeting at the Clubhouse on Saturday evenings at 5.00 p.m. for a drink after the days work or boating activity.

During this early period Percy ran a competition for the design of a club Burgee and this was won by Skipper (Harold) Fleming one of the foundation members. Percy had designed the club blazer pocket badge with the life ring motif and also arranged for all Foundation members to receive a small gold star to be worn under the pocket badge as recognition of their early contribution to the Club's formation. (Note Percy's photograph on the wall near the radio room in the Clubhouse).

A decision was made to build and sail the newly developed, exciting NZ class of boats, the Cherubs. Percy arranged for Ken Lacco to build him a Cherub, which the two Fraser lads sailed together. Ultimately various Club Members, including Don and Penny Manning, attended Cherub title series in Perth, Tasmania, Lake Boga and a series that was run at Newhaven.

In the early stages of the Club's development there was a very great need for extra funding. Fund raising was carried out by the Social Committee headed up by Dot Fraser and a strong group of ladies in support. Dot was the President, Dot Legg the Secretary and Stella Huther the Treasurer.

Until the Clubhouse was useable, activities included social functions in the local Progress Hall, at private homes and in the local Hotel. Lyall Williams the Hotelier, who had joined the Club, was a great help in these matters. There was perhaps not a great deal of competition in those days for social events which made it a little easier to get support for activities.



*Then and now – how those dreams in 1962 have become a proud reality.*





# Around the Club



*Rowen looking puzzled over Pauline, Peter and others*



*Peter and his band*



*What's all this about?*



*Dancing the night away, NYE*



*This happens when you are late for the after-function clean-up. Kon begs forgiveness*



*There's always a couple of them in every crowd*



*Mim and friends at Christmas party*



*Big Waves fantastic Christmas buffet*



*Mike Murnane and guests, NYE*



# The Newhaven Yacht Squadron Inc.

Founded in 1962

## Schedule of Fees 2014 (including GST)

Updated 01-01-2014

### Membership

Annual subscription – senior member	164.00
Annual subscription – social member	52.00
Annual subscription – absent member	29.00
Annual subscription – junior member	13.00
Annual subscription – crew member	92.00
Member nomination fee	270.00
Key deposit set -Squadron	40.00

### Marina

Berth Capacity	Entry Licence Fee	Annual Fee
– 6.00 metres	10,500.00	280.00
– 7.50 metres	16,500.00	350.00
– 8.25 metres	21,000.00	385.00
– 9.0metres	25,500.00	400.00
– 9.75 metres	34,500.00	435.00
– 10.50 metres	44,550.00	475.00
– 12.00 metres	57,500.00	540.00
Key deposit -Marina (casual)		30.00

### Maintenance Yard

Tractor – member per retrieve & launch	92.00
Tractor – non member per retrieve & launch	154.00
Trailer – member per use	77.00
Trailer – non member per use up to 2 weeks	128.00
Trailer – non member additional charge per week or part thereof	118.00
Jet cleaner – member per use	31.00
Jet cleaner – non member per use	41.00
Gantry – member per use	26.00
Gantry – non member per use	51.00
Maintenance yard occupant - member weekly after 3 weeks	62.00
Maintenance yard occupant - non member per week	205.00

### Casual Marina berths

Member – day (daily charges not to exceed the weekly rate	21.00
Member – week	103.00
Waiting list members – month	150.00
Visiting club member – day (daily charges not to exceed the weekly rate)	30.00
Visiting club member – week	145.00
Other visitors – day	40.00
Other visitors – week	250.00

### Storage

Dinghy rack fee – annual	51.00
Dinghy in lawn area – seasonal	26.00



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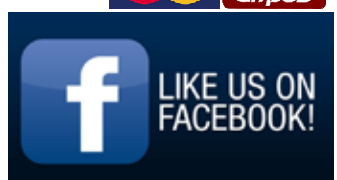
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# Out On The Water



*Spinnakers on the Around the Island race*



*...Umm, Andrew... the pointy end is behind you*



*Match racing nolex 25s? Two Hander race.*



*Oops. Who let the water out of the bay?*



*Teddy Tompkins on Bob Phillip's MYF*



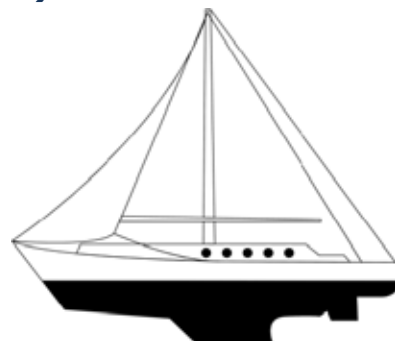
*Quarterly's intrepid photographers (highly unpaid)*



*Sailing..schmailing. There's fish in them thar waters*

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# Marine Radio Operators VHF Certificate of Proficiency Training

In Victoria when boating more than two nautical miles off shore, you are required to have a marine radio.

Marine radios are a very useful tool for communicating day to day activities with land bases and between vessels. Their real strength however, arises from the capacity to communicate quickly and accurately with any number of listeners in an emergency.

VHF is used by recreational boaters and most commercial operators. It has a range of up to 50 kilometres. Coast Radio Melbourne provides monitoring on VHF Channel 16 with general coverage of Port Phillip and Western Port 24 hours a day, seven days a week. Volunteer services may provide regional or local coverage.

For VHF radios an Equipment Licence is not required, however there is a legal obligation to observe the conditions specified in the class licence. An Operators Certificate, the Marine Radio Operators VHF Certificate of Proficiency (MROVCP) or its equivalent is required. *(Excerpt from Marine Safety Victoria website)*

The Committee has asked me to see if there is interest from members in attending a Marine Radio Operators VHF Certificate of Proficiency Training to be run in May or June this year. Arrangements are under way so anyone interested should contact me for details.

Members who have the certificate but who wish to refresh their knowledge, learn about repeater stations, DSC and AIS may be interested in attending an afternoon or evening sharing of knowledge.

If you are interested in these training ideas then please let me know of your interest.

*Alen Garrett, Boating Secretary.*

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  - Korjo Travel Adaptors
  - Lonely Planet Guides
- Gift Vouchers for all Occasions
- Bridal Registry

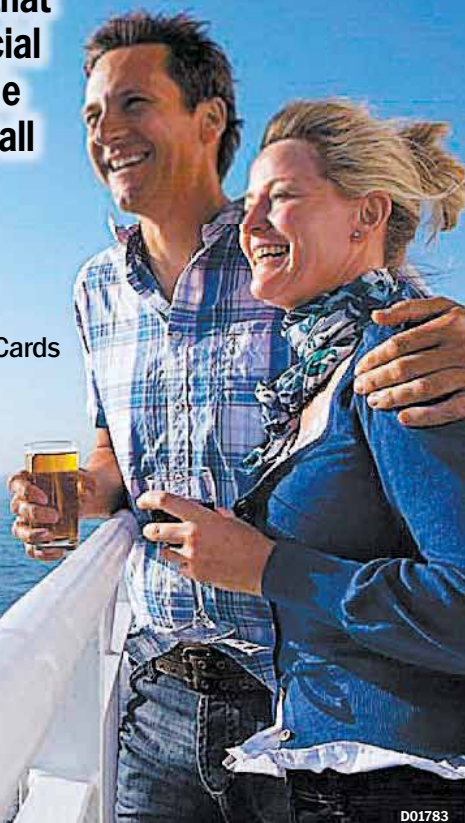


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# Motorboat and Angling News

*Andy Chappell*



**R**ECENTLY, the new Motor Boat and Angling Subcommittee had their first meeting. Members are Pauline Draper, Alen Garrett, Terry Sheppard, Peter Batty, Dave Blakemore, Kevin Chambers and Andy Chappell (convenor).

We had a good discussion around the various events and ideas that may be attractive to our wide ranging membership – from seasoned ‘fishos’ to novice family boaters learning how to operate their first boat.

I am pleased to advise that we have come up with these events for the year to come and hope that many of you take up these opportunities or suggest ideas to any of our sub-committee members:

**The French Island Run** – what a great opportunity to use your boat for a long expedition with an experienced guide (Kevin Chambers) and fellow members and families. There are a set of safety rules to be followed and all interested members will need to pre-register by emailing Kevin at [chamkev41@gmail.com](mailto:chamkev41@gmail.com) or calling on 0418 127 748. The ‘tide is everything’ for this Run and the briefing will commence at 8am sharp on Sunday 30<sup>th</sup> March. Boats will need to be able to cruise at 12 knots to join in – alternatively we can look to place members on participating boats.

**Fishing clinics in the marina** – popular in the past and open to all. Volunteer experienced fishermen share their knowledge with novices of all ages (including me, having just hit 60 years of age!) Following the briefing/teaching session everybody will have the exclusive experience of fishing inside the marina – which is great as this gives protection if the wind blows up. The first clinic will be held by Terry Sheppard on Easter Sunday 20<sup>th</sup> April, kicking off at 10am sharp. Please contact Peter Batty to register or for any queries: 0422 337 722 or email [poppeter@bigpond.com](mailto:poppeter@bigpond.com)

The year round fishing competition runs from May each year and runs to presentation day the following year. The rules are clearly shown on the lower clubroom wall. An important rule is that fish must be weighed within 24 hours on the club scales and a senior or life member must witness the weigh-in.

We have heard that it can be difficult sometimes to find a member to witness to your catch and so have decided to give a ‘high tech’ alternative to those interested, commencing in the new fishing year commencing May 2014.

The fee to enter the year round fishing comp from May 2014 will be \$10 and each competitor will receive a “Bragmat” and can use their smart phone to send a photo of the catch to a specific club email address to verify the weight if a member is not around to sign off.

Three one-off fishing comps will run: Snapper, Whiting and All Species (rules as per the year round competition.) Competition times will be extended and will now run from 7am till weigh-in at 4pm. The next event is the All Species comp on Sunday 6<sup>th</sup> April. The dates for the Snapper comp (November) and Whiting (between December and March) will be advised in the next magazine.

Please contact Dave Blakemore at [pommydavethel@bigpond.com](mailto:pommydavethel@bigpond.com) or on mobile 0400957565 if you would like any information.

Until next time wishing you happy and safe boating.

Cheers

*Andy*





# UPCOMING EVENTS

– Open to all –

## THE FRENCH ISLAND RUN

8AM SUNDAY 30<sup>TH</sup> MARCH

NEWHAVEN YACHT SQUADRON ROUND FRENCH ISLAND TRIP

### *Come and be a “NYS Cruiser”!*

See sights you’ve probably never seen before. Hastings/Tyabb from the water, Joe’s Island?? (it’s not), French Is North coast, experience the “Channel Challenge” (as in staying in it - they get narrow up the top end of the Bay ), travel over “The Hump” (max 3 metres of water NE corner French Is), then back down past Lang Lang, Corinella and back to NYS.

*Future fishing marks will be advised along the route.*

All good fun and VERY valuable experience in using your GPS and depth sounder.



## BRIEFING AND TRIP RULES

- 1/. BRIEFING AND DEPARTURE. 8am sharp. If using a trailer boat, please try to have your boat launched before the briefing. Last boat out of the marina 8.30 am latest, we have a high tide to catch, NE corner French Is.
  - 2/. All boats must have minimum 27 meg radio tuned to channel 94, VHF for preference, tuned to channel 73. Regular radio scheds and stopping/check points will be advised on the day.
  - 3/. All participating boats must be able to cruise comfortably at 12 knots minimum. (Two stroke outboards may “load up” at lesser speeds).
  - 4/. Trip distance is approx 45 nautical miles and with lunch breaks. etc., will take until at least 4pm until return. All boats MUST carry sufficient reserve fuel with a safety margin for weather etc..
- Proposed route is clockwise around French Island, with the run up the west side of French Is via the inner channel.
- 5/. Food, drinks and sunscreen. All boats must carry sufficient of these items, as we will not be stopping anywhere along the way for these items.
  - 6/. In case of necessity to cancel, participants please advise contact mobile phone numbers and email address to Kevin Chambers at [chamkev41@gmail.com](mailto:chamkev41@gmail.com) a minimum 48 hours before the day.

*Keep these dates free and join in the fun!*

### FISHING CLINIC IN THE MARINA

10AM SUNDAY 20<sup>TH</sup> APRIL

Contact Peter Batty: 0422 337 722  
or email  
[poppeter@bigpond.com](mailto:poppeter@bigpond.com)

### THE YEAR ROUND FISHING COMP

JOIN ANYTIME!

Contact Dave Blakemore:  
0400957565 or email  
[pommydavethe1@bigpond.com](mailto:pommydavethe1@bigpond.com)

### ALL SPECIES FISHING COMP

7AM SUNDAY 6<sup>TH</sup> APRIL

Contact Dave Blakemore:  
0400957565 or email  
[pommydavethe1@bigpond.com](mailto:pommydavethe1@bigpond.com)

# NYS “FISHING SPOTS OF THE QUARTER”

## **Fishing marks that might be worth a shot!**

*From Kevin Chambers*

The Motor Boat and Angling Sub Committee are very pleased to advise that there will be a series of suggested fishing spots appearing in future editions of the Quarterly.

In this edition we begin with a general description of two well known marks in Western Port within easy reach of the Club.

### **THE CORALS**

Probably, one the best known snapper areas in the whole Bay and very easy to locate. Simply head for the top light at the top of the San Remo channel, make an approximate 30° port turn and head towards the middle of French Is, ensuring that you keep a suitable distance out from the Churchill Island mudbank on your port side. The depth on this run won't get to much more than about 5 metres. Coming up to slightly abeam Rhyll the depth will increase and there should, even on a quiet day, be a few boats around.

From this point on it's time to run the sounder and pick up the narrow gutters that run in a general east/west direction. Snapper and gummies follow these gutters looking for food.

So anchor in the middle of one and good fishing. If when you up anchor it picks up some rough “corally” matter, then you have well and truly “arrived” at the Corals. Moving northwards towards French Island will find you over an increasing number of these gutters.

## **NEWHAVEN SWAMP MOUTH**

Motor out under the bridge and head towards the Woolamai safe beach, keeping Phillip Island about 400 metres off your starboard bow. About a kilometer down from the bridge head in towards the Island. You will soon hit a drop off that runs for quite some length parallel with the shore line. Anchor right on the drop off for pinky snapper, flathead, whiting and the occasional pesky stingray or skate.

### **TOP 9 WHITING FISHING TIPS**

*from Terry Sheppard: 0408 684 910*

*email shop@regalmarine.com.au*

1. Use circle hooks instead of long shanks – it will result in more hook ups.
2. Use long leaders of 1-3 metres.
3. Whiting flasher rigs will often produce bites when the fishing is slow.
4. Best baits to try: Bass yabbies, fresh (not frozen) mussels, pippies (Australian not imported), squid strips (softened) and worms of any kind – even garden.
5. Keep your baits moving – ie, a long cast and slow retrieve.
6. Keep your line tight to the bait.
7. Use a quiver tip rod – you will see more bites and catch more fish.
8. Don't stick to the shallow banks – the bigger whiting will be in 8-12 metres water.
9. Best times to fish are around dusk and dawn.

*Best of luck – enjoy!*



**CLOTHING**  
▲ LADIES ▲ MENS  
▲ CHILDRENS

**PIER 8**

**FISHING TACKLE**  
**WATER SPORTS**  
**BAIT**  
**BARGAIN BOAT BITS**

**5678 5548**

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**Phone /Fax: 5678 5548**

# Sirocco is for Sale

*This beautiful restored Columbia22 is offered for sale. Equipped with Main, a new Jib with roller reefing and Spinnaker, she is a delight to sail with her fabulous manners and little weather helm.*

**\$11,500**

*Sirocco is a very safe boat that handles well even in rough seas. Her shallow draft of 3'6" is ideal for Westernport. A comfortable boat with a large cockpit, and comes with a powerful 9.9 Mercury Big Foot outboard.*



Ring Peter Buitenhuis on 0407 045 525

## Be proud and support your Club



Show off your Club with practical monogrammed bags, hats and clothing.  
(Also great for abirthday gift, to say 'Thank You', 'Well Done', or replacing that old worn out one.)



# Clubhouse News

Kevin Holt



**G**'DAY NYS CREW, I hope you are making the most of the summer boating season and managing not to get too fried in the extremely hot weather. I start off this report with a huge element of sadness with the sudden passing of our good friend Desma Sterling. Desma was a fantastic contributor to life at NYS with her involvement in the sale of NYS Merchandise, Social Committees and their activities, the Radio Room and Race day work and just caring for people around the NYS community and she will be sadly missed. Our thoughts are with Bob and his family during this very tough time.

As will be obvious to all who have visited the clubhouse in the last few months, work is well under way on our Clubhouse renovations. The North side extension framework was completed prior to the Christmas break and as I write this article work has re-commenced. In their first week back the team has installed the windows and started the exterior cladding. In the coming weeks work will start on the roof and then front of the building. This will unfortunately mean that we will no longer have access to the upper section of the clubhouse but that was always inevitable and something that we just have to work around. At least we got through our busy summer season of social functions without too much trouble. There are a couple of local community groups who need to use our rooms in the coming weeks that will need to move their meetings to the lower section of the clubhouse but there is little we can do about this. There was bound to be some level of disruption at some point and the process has been fairly painless up until now. With the help of Simon Pollard, Pat Street and Tany's Boschma the Honour Boards and Memorabilia have been removed from the walls of the dining area and are out of harms way. We also shifted the Trophy and Apparel display cabinets from the foyer to allow the next stage of the project to continue with these valuable items safely tucked away. There is a bit more work to be done to move more gear out of the way and allow the building to proceed. I intend to call a mini working bee in the next week to clear out the lower store room through which the stairway will come and allow the builders access to that area.

A "Well Done" is due for the Sailing Committee who recently found a way around the fact that the radio and control room is also out of action. Alen Garrett set up a temporary aerial and radio in the dining room so they had communication available for the Rose Bowl Regatta held on 1<sup>st</sup> of Feb.

Nice work Alen and the sailing team. Each Committee meeting and general discussion about this project brings up various questions and decisions that need to be made and I would like to take the time to thank Simon Pollard for his input and continued support on the project, Russell Good our designer for his input and Geoff Daff our Builder for putting up with my continual emails. The project is rolling along nicely and my thanks goes to those directly involved and to the NYS membership in general for your patience.

We owe an apology to the Trailer Boat members of NYS for any inconvenience caused during a recent spate of swipe key failures on the boat ramp. Bob Sterling got to the bottom of this after contacting the installers and asking them to pay us a visit. Seems the sensor pad on the chain locking system was getting interference from the steel box that it is mounted on and this was (occasionally but not always) blocking the signal from the swipe tags and causing a lot of frustration to boat ramp users. My thanks for your patience and to Bob for getting the guys on site to sort the problem out.

There was also a recent problem with one of the blue lead lights that direct us into the Marina at night. An important safety aspect of our marina that was attended to by Simon Pollard and Alen Garrett. Thanks for your input on that problem Simon and Alen.

We have the last of our boat cradles on the go at Island Steel and maybe even commissioned by the time this article hits the streets. It is currently at the stage of all components having been cut and galvanised with the next step to be assembly and on-site commissioning. This brings to a close a three-plus year project to replace our aging fleet of boat cradles giving us four

## Newhaven Boat-yard

at the Newhaven Yacht Squadron Marina



- \* Sanding & painting
- \* Restorations
- \* Antifouling
- \* Repairs & alterations
- \* Fibreglass & timber work
- \* Mechanical repairs

**For all your boat maintenance and repair requirements.  
Non members are welcome. For further information call  
Glenn Botterill on 0419 514 395**



new ones that allow our members to continue to maintain their boats at NYS. A great job done by George Reek on the design on these and at last George can put down his pencil knowing that at last the project is complete. Nice work.

Another project coming to a conclusion is the replacing of the rusting shed in the work yard. This one has been delayed by a bit of "Red Tape" but that has now been cleared up and within a week of writing this article the shed should be in place and another project headed up by Simon Pollard and Neil Stewart can be ticked off as complete – well done to these two guys and the demolition team who bowled over the old one at the last working bee.

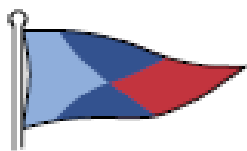
Last year we ran a "Tag & Test" day at NYS to offer a no cost opportunity for members with boats in the marina to have their electrical leads checked and tagged as safe to use. I need to remind you all that this is a mandatory and annual requirement as part of our marina by-laws. It was our original intention to offer this free service once only at the start of this process and then suggest you take up the offer of Shorelec at San Remo to do the re-testing at a minimal cost. Either way, it is an annual requirement to have your leads tested and tagged as safe. During recent discussions the suggestion was made that we should try to do this free of charge once again. So with the help of a couple of qualified club members offering their services I am happy to announce the NYS will once again run a Tag & Test day and offer free testing to our members. The date for this is Sunday April 13th – see the notice below about this important safety process.

Meanwhile, please take the time to read the updated sections of the by laws book as noted in the last issue of the Quarterly.

The marina has had it's usual influx of temporary berth holders making use of the summer holiday season and a very big thank you to Mr Neville Watts who with assistance and back up experience of Pat Street has taken on this important role. We also had some excitement in the marina recently with the arrival of a new Mustang Cruiser looking absolutely HUGE when it was placed in it's berth over the Australia Day weekend. With some good work done by Pat and Noel Street in working out that it does in fact just fit within the allowable dimensions of the pen and its neighbouring vessel also just fits next to it. Not a lot of room to spare between them but they do fit and after a lot of understandable concern all was found to be well in the world. On Pat's suggestion an attempt was made to contact the owner of the other vessel who was out on the Australia Day cruise to warn him that there was a very large obstacle to get used to when approaching his pen. This message was passed on by radio to the cruising fleet by Marianne Watson who picked up my radio call – thanks Marianne. Thanks also Pat and Noel for the work done on the day to assist in sorting this out.

I think that's about all I have to report on for now, I hope you have all had a great Christmas holiday and summer season and that you continue to enjoy the NYS facilities.

*Kevin*



# **IMPORTANT NOTICE**

**ALL MARINA BERTH HOLDERS**

**SUNDAY 13<sup>th</sup> April 2014**

**FROM 9.30 AM UNTIL MIDDAY WE WILL BE RUNNING**

**“TAG & TEST DAY”**

**IN THE LOWER AREA OF THE NYS CLUBROOMS**

**PLEASE BE AWARE THAT FOR SAFETY REASONS YOU CANNOT USE LEADS  
IN THE NYS MARINA THAT DO NOT HAVE CURRENT TAGS**

**TESTING IS AN ANNUAL REQUIREMENT (NYS By-Law 24.4)**

**BRING ALONG YOUR ELECTRICAL LEADS TO HAVE THEM TESTED AND TAGGED AT NO  
CHARGE TO USE ON THE NYS MARINA**

**YOU CAN DROP LEADS OFF TO THE NYS OFFICE FOR TESTING IN ADVANCE OF THIS DAY  
PLEASE MARK CLEARLY WITH YOUR NAME, PHONE NUMBER, BERTH NUMBER.**

# Welcome Aboard



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Glenn & Lyn Tuhon

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Adam & Jeannie Furphy

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Stuart & Rita Porter

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Bianca Furphy

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Shane Bourke

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Sammy & Heidi Isreb

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---

Adam & Nalan Glass

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---

Raph & Holly Cossor

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Joe & Deirdre Groves

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Paul & Carol Purdue

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Jason & Monica Griffiths

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Simon & Nicole Bell

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Albert & Lorraine Dowson

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Paddy & Petra Eldreo

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---

Scott & Lynda Dench

---

---

Lewis & Virginia Wharington

---

---

Gary & Judith Cox

---

---

Sean & Kelly Ambler

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Mick & Eva O'Halloran

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Alan & Susan Parker

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Trevor & Sandra Read

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*A very warm welcome to all the new members above.  
We look forward to seeing you around the Club.*

*Come along and join in the activities or just drop  
into the Clubhouse for a cuppa anytime. We have an  
informal BYO Happy Hour every Saturday evening  
from 6pm.*

*We would love to catch up with you, so please feel free  
to call in whenever you are about.*

## Rules for the Newhaven Yacht Squadron Year-round Fishing Competition

The competition will start at 0800hrs on the day after Presentation Night (4 May 2013) and finish at 1500hrs on Presentation Night 2014.

All fish sizes must comply with the Victorian Recreational Fishing Guide 2013 or as amended.

All fish must be free from mud, sand, sinkers or weights and must be weighed on the official squadron scales located in the lower deck. Fish must be weighed in the "as caught" condition except gummy sharks which must be bled and gutted.

The fishing area is unlimited, however fish must be weighed within 24 hours of being caught.

All fish weighed-in must be recorded in the logbook and witnessed by another member of the Newhaven Yacht Squadron.

The cost of entry is a fee of \$5.00 per person, paid at or before the first weigh-in.

There is no limit to the number of species of fish that the competitor may weigh-in. Please enter fish and weight as a record even if it is not the heaviest already weighed.

Prizes will be awarded for the heaviest fish for the year in the following categories.

Australian Salmon  
Flathead  
Gummy/school shark  
King George Whiting  
Pike/Snook  
Snapper  
Trevally  
Heaviest Fish Overall  
(excluding sharks, wrasse,  
elephant fish)

Only NYS Members, Junior Members, or family members under 10 years are eligible to enter. Fish weighed-in at other NYS competitions may also be entered.

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# TIDES FOR WESTERN PORT (Stony Point)

For Newhaven – Subtract 30minutes for AEST – Add 30 minutes for Daylight Saving Time

MARCH – 2014		APRIL – 2014		MAY – 2014		JUNE – 2014	
Time	m	Time	m	Time	m	Time	m
<b>1</b> 0521 1.01 1154 2.52 SA 1750 0.60 ●		<b>16</b> 0009 2.43 0556 1.12 SU 1225 2.33 1820 0.99		<b>1</b> 0127 2.76 0715 0.51 TU 1412 2.94 1951 0.75		<b>1</b> 0147 2.71 0738 0.41 TH 1446 3.11 2024 0.92	
<b>2</b> 0057 2.76 0637 0.83 SU 1315 2.67 1903 0.56		<b>17</b> 0103 2.52 0653 0.97 MO 1327 2.49 ○ 1915 0.93		<b>16</b> 0101 2.54 0655 0.75 WE 1352 2.78 1932 1.06		<b>16</b> 0105 2.59 0700 0.54 FR 1415 3.04 1949 1.13	
<b>3</b> 0159 2.87 0742 0.61 MO 1424 2.84 2006 0.52		<b>18</b> 0151 2.62 0740 0.81 TU 1419 2.66 2002 0.87		<b>2</b> 0222 2.82 0809 0.37 WE 1508 3.06 2045 0.72		<b>2</b> 0159 2.66 0752 0.43 SA 1505 3.15 2039 1.04	
<b>4</b> 0253 2.94 0836 0.42 TU 1524 2.98 2100 0.52		<b>19</b> 0232 2.69 0821 0.66 WE 1505 2.80 2044 0.82		<b>17</b> 0150 2.62 0742 0.59 TH 1442 2.94 2018 0.98		<b>3</b> 0327 2.66 0920 0.56 MO 1621 3.07 2205 0.99	
<b>5</b> 0341 2.97 0925 0.28 WE 1615 3.05 2149 0.54		<b>20</b> 0311 2.74 0900 0.53 TH 1547 2.90 2124 0.79		<b>3</b> 0310 2.84 0857 0.29 TH 1557 3.11 2131 0.72		<b>18</b> 0248 2.73 0841 0.35 SU 1552 3.20 2126 0.96	
<b>6</b> 0423 2.96 1010 0.21 TH 1702 3.05 2234 0.59		<b>21</b> 0346 2.77 0939 0.42 FR 1628 2.96 2203 0.77		<b>18</b> 0234 2.69 0826 0.46 FR 1527 3.05 2102 0.92		<b>3</b> 0405 2.65 0958 0.62 TU 1654 3.03 2240 0.98	
<b>7</b> 0501 2.91 1051 0.20 FR 1745 3.00 2315 0.66		<b>22</b> 0421 2.78 1017 0.35 SA 1708 2.98 2244 0.78		<b>4</b> 0352 2.83 0940 0.26 FR 1639 3.10 2214 0.73		<b>4</b> 0444 2.63 1033 0.70 WE 1724 2.97 2313 0.97	
<b>8</b> 0536 2.84 1130 0.25 SA 1824 2.91 ○ 2355 0.75		<b>23</b> 0457 2.77 1056 0.31 SU 1749 2.95 2323 0.82		<b>5</b> 0430 2.80 1020 0.28 SA 1718 3.05 2253 0.77		<b>5</b> 0521 2.60 1108 0.79 TH 1754 2.91 2345 0.95	
<b>9</b> 0610 2.74 1208 0.34 SU 1902 2.80		<b>24</b> 0533 2.73 1135 0.32 MO 1830 2.90 ●		<b>6</b> 0504 2.75 1059 0.35 SU 1753 2.97 2330 0.82		<b>6</b> 0600 2.56 1143 0.88 FR 1825 2.85 ○	
<b>10</b> 0032 0.85 0644 2.63 MO 1245 0.45 1940 2.68		<b>25</b> 0612 2.68 1215 0.37 TU 1914 2.81		<b>7</b> 0538 2.68 1135 0.44 MO 1827 2.87 ○		<b>7</b> 0018 0.94 0643 2.52 SA 1218 0.99 1857 2.78	
<b>11</b> 0110 0.96 0717 2.51 TU 1322 0.59 2019 2.57		<b>26</b> 0046 0.93 0656 2.61 WE 1259 0.45 2001 2.73		<b>8</b> 0005 0.89 0613 2.60 TU 1211 0.56 1900 2.76		<b>8</b> 0054 0.92 0730 2.50 SU 1259 1.11 1933 2.70	
<b>12</b> 0150 1.07 0756 2.39 WE 1403 0.74 2105 2.46		<b>27</b> 0133 0.98 0750 2.54 TH 1349 0.56 2057 2.65		<b>9</b> 0040 0.97 0647 2.50 WE 1245 0.70 1936 2.65		<b>9</b> 0132 0.89 0824 2.49 MO 1345 1.23 2015 2.63	
<b>13</b> 0238 1.17 0845 2.28 TH 1453 0.88 2200 2.39		<b>28</b> 0230 1.00 0900 2.49 FR 1452 0.69 2202 2.61		<b>10</b> 0116 1.04 0727 2.40 TH 1323 0.85 2015 2.55		<b>10</b> 0218 0.85 0926 2.53 TU 1442 1.33 2107 2.56	
<b>14</b> 0338 1.23 0949 2.21 FR 1559 0.98 2305 2.38		<b>29</b> 0341 0.97 1023 2.49 SA 1611 0.80 2315 2.62		<b>11</b> 0159 1.11 0815 2.32 FR 1408 0.99 2100 2.46		<b>11</b> 0313 0.80 1033 2.62 WE 1549 1.40 2208 2.53	
<b>15</b> 0448 1.22 1109 2.22 SA 1713 1.02		<b>30</b> 0500 0.86 1149 2.60 SU 1734 0.83		<b>12</b> 0250 1.15 0917 2.26 SA 1505 1.12 2158 2.41		<b>12</b> 0415 0.72 1142 2.75 TH 1703 1.40 2315 2.54	
<b>31</b> 0024 2.68 0612 0.69 MO 1306 2.77 ● 1848 0.79				<b>13</b> 0354 1.13 1034 2.29 SU 1620 1.20 2302 2.40		<b>13</b> 0520 0.62 1247 2.91 FR 1815 1.33 ○	
				<b>14</b> 0501 1.05 1151 2.41 MO 1736 1.20		<b>14</b> 0023 2.59 0623 0.50 SA 1346 3.06 1918 1.22	
				<b>15</b> 0006 2.46 0602 0.91 TU 1257 2.59 ○ 1840 1.14		<b>15</b> 0126 2.67 0722 0.41 SU 1442 3.17 2015 1.09	
				<b>30</b> 0052 2.68 0645 0.50 WE 1353 3.01 1930 0.97		<b>16</b> 0225 2.75 0817 0.35 MO 1532 3.23 2107 0.96	
						<b>17</b> 0321 2.81 0911 0.35 TU 1620 3.24 2157 0.84	
						<b>18</b> 0415 2.84 1002 0.40 WE 1705 3.21 2245 0.74	
						<b>19</b> 0511 2.85 1052 0.49 TH 1748 3.15 2332 0.66	
						<b>20</b> 0606 2.84 1142 0.63 FR 1830 3.06 ○	
						<b>21</b> 0019 0.61 0702 2.81 SA 1230 0.79 1911 2.96	
						<b>22</b> 0105 0.59 0759 2.77 SU 1320 0.95 1953 2.85	
						<b>23</b> 0153 0.59 0857 2.74 MO 1414 1.10 2040 2.74	
						<b>24</b> 0244 0.61 0958 2.74 TU 1514 1.22 2133 2.64	
						<b>25</b> 0340 0.63 1100 2.77 WE 1619 1.29 2233 2.56	
						<b>26</b> 0440 0.65 1201 2.82 TH 1728 1.31 2336 2.52	
						<b>27</b> 0540 0.64 1259 2.89 FR 1832 1.27 ●	
						<b>28</b> 0036 2.52 0636 0.63 SA 1351 2.96 1930 1.20	
						<b>29</b> 0130 2.55 0727 0.62 SU 1437 3.00 2019 1.13	
						<b>30</b> 0218 2.58 0813 0.63 MO 1517 3.02 2101 1.07	
						<b>31</b> 0201 2.64 0755 0.50 SA 1506 3.10 2045 1.05	

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Bureau of Meteorology

National Tidal Centre

Height datum is Lowest Astronomical Tide

When daylight saving time is in force, add one hour to times

Moon Symbols

● New Moon

◐ First Quarter

○ Full Moon

◑ Last Quarter

Refer to Conditions of Use: [http://www.bom.gov.au/oceanography/tides/tide\\_tables.shtml](http://www.bom.gov.au/oceanography/tides/tide_tables.shtml)



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