



Newhaven Yacht Squadron

QUARTERLY

Winter 2017



*INSIDE: Sailing the Tenacious ~ Club notes ~ Tides
Presentation Night ~ Marlin Fishing ~
Reports ~ A Freak of Navigation*

www.nys.org.au

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Motor Boats & Angling - Garry Richards, Andy Chappell, Kevin Chambers, Graham Turner, Rowan Draper, Craig Edmonds

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Magazine - Phil Seymour

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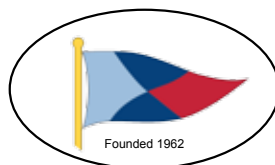
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The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981
Reg No 6155



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Photos: Simon Pollard

LAST DAY TO SUBMIT ARTICLES FOR NEXT ISSUE 31st July 2017

Welcome from the Commodore



WINTER HAS ARRIVED; where has the year gone? As I write I reflect on the last four years. In October 2013 I became your Commodore and it has been a wonderful experience and a great honour, however given that I still work full time and run a jazz band, it has certainly kept me busy. As many of you would know I have served for many years on the Committee, previously as Social Secretary for around eight years, and now four years as Commodore. I have decided that I will not re-stand for the position of Commodore at the annual general meeting in October which will give someone else a chance to get involved on the Committee and help steer our excellent club.

I have been fortunate to have had the support of some excellent, committed and passionate club members on the Committee and I would like to thank them for their hard work and efforts. All our office bearers are volunteers and everyone puts in a lot of time and effort to make certain that the Squadron runs smoothly. I know many members appreciate the work done by the Committee and I believe that the Squadron is in great shape both financially and socially, and I thank you for your support. If you feel that you are interested in nominating for Committee you need to start thinking about the positions that will become vacant at the AGM in October. The positions up for re-election are: Commodore, Rear Commodore, Secretary, Social Secretary and Other Member (Motor Boat & Angling) You may remember that some of these positions were filled for a twelve month period at the last AGM, but as half of the twelve committee positions must be up for election every year, the listed positions are the ones due for election this year. Speak to David our Secretary to find out the procedure for nominating for a position.

Even though winter has arrived there is still plenty of activity around the club. Our Winter Series yacht racing is always great fun and well supported and Happy Hour continues to be well supported at 6pm on Saturday evenings, right throughout the year. As I often say, particularly to new members, it is up to you as a club member to get involved, join in and make the most of all the wonderful things the club has to offer, be it social events, sailing, or fishing and motor boating. We have around 1000 members including our associate members and there is a great deal of knowledge within the club available to be shared by experienced boating enthusiasts. If you are new to boating you are welcome to ask some of the more experienced members for advice, you will be surprised how willing others are to help. You don't need to be embarrassed, there is always much to learn about our unique waters and boating in general.

Stan Jackson, our Training Officer, is doing an excellent job maintaining our web site. Please take the time to have a look on www.nys.org.au where you will learn much about what is going on with our Squadron, social events, training activities, sailing results, calendar of events, tides, details of various changes and general information. Stan has also taken over our Facebook page, so please feel free to join and learn all that is going on.

You will have received your new membership cards, which were sent out with the last Quarterly. John Baragwanath together with his task force spent many hours getting these right and I believe he is to be commended on the end result. Show your card proudly when you visit other clubs, it may even assist in receiving discounts and they will also be valuable when we have social functions. We have plastic card holders in stock, so that the card can be worn to assist members with identifying each other with names.

Once again we have been able to keep our fees low with very small increases. We are one of the most affordable Yacht Squadrons in Australia, yet we are also one of the best and most financial yacht clubs. Please see the new fees, listed later in this magazine and be aware of the changes. We have also changed our fee cycle to bring fees into line with the financial year.

When not performing with my jazz band I have been able to attend to some of the Saturday night happy hours and special dinners organised by Helen and her social sub committee, these have been excellent nights, well attended and really good fun. Many of our new members have started coming along and it is also great to see some younger members and families joining in. Well done Social Committee !

Once again I wish members safe boating and always look forward to seeing you around the club.

Best wishes,

Peter Buitenhuis



On the Water

with the Rear Commodore

Alen Garrett



PRESENTATION NIGHT, held early in May, was an opportunity to congratulate members who achieved good results. Additionally we acknowledged the outstanding input from our many volunteers. Our successful boating programs rely on a team of members who make a considerable contribution. Fortunately we all enjoy this team effort. The trophy winners are listed.

In acknowledging work of Sailing Sub-Committee members, please don't see this as a 'report comment' from an old teacher; I am trying to genuinely thank these members for their positive input.

Gavin Russel computes finishing places and calculates handicaps. He is most proficient and well organised. He meticulously plans ahead and cheerfully never complains. Of late he has been increasing his interest in starting races and we managed the Westernport Challenge event in a praiseworthy manner.

Sue Padget cheerfully sorts out entries at the start of our Briefing. Her record keeping and money balancing is meticulous. She continues this eye for detail throughout every race as she tracks the progress of each yacht around the course. Her radio communications, a vital part of our Effective Rescue Procedure, are clear and helpful. Sue's management of the radio communications for the serious incident, reported in the last quarterly, was significant in getting the best possible outcome. She does all this while tidying up the kitchen, setting up for tea and coffee and occasionally checking the Dim-Sims.

Mary Brown does the Dim-Sims. She is alert to pick up things we have left undone and just does them. All our documentation has been properly formatted and the repeats and contradictions sorted out. She cheerfully accepts responsibility for many aspects of our boating program. Mary had everything well organised for the Three Humps Race. Although it had to be called off, all the hard work had been done and the volunteers were organised to do their part.

Peter Watson sets the course and starts the dinghy races and is back-up starter for the larger boats. We value his experienced input into the management of boating at NYS. Peter will do whatever he is asked to support our boating program.

Ray Frith is a long-time supporter of our boating program. When he does a 'ring around' we get many more entries for our planned events. Ray is a great source of knowledge of what is going on about the club. He helps us plan to meet these needs.

Simon Pollard comes to every race day and helps with the starts. We look forward to seeing the pictures he takes of most events. Simon is on stand-by to fill-in for members of our regular team.

Peter Gratton as Safety Supervisor keeps an experienced eye on our safety procedures. He processes all our Safety Declarations. I strongly encourage members, both power and sail to avail themselves of asking Peter to inspect your boat and do a safety audit. This will improve your safety significantly, to have an experienced second opinion on the way you have set up your boat.

Pauline Draper provides us with wise, experienced input. She is a great source of information. Pauline volunteers where she can and we enjoy seeing her at our event days.

Winter Series 2017

The Winter Series started on Saturday 27th May. This series is very popular; with less drama at the start and often thrilling finishes. This is achieved by having a pursuit start where it is calculated so that all boats will finish at the same time after 180 minutes of racing. The OOD will finish races as close to the time limit as possible. The handicap for the next race will be determined from the race times; the same as for the summer season.

If you want to try out sailing then the winter races are a great opportunity. Come on the day and we should be able to place you on a yacht; better still contact the Rear Commodore and arrange a sail in advance.

The Sailability Dinghy Storage Shed is making progress. We had to increase the specification of the foundations to cope with the unstable soil. Now we have obtained the Building Permit and the shed materials have been ordered. The additional cost of the foundations will require us to complete the site works and drainage with volunteers labour. I am hopeful that we will see some action on the shed site soon.

The two recent Sailability programs on 28th March and 27th April had a weird observation. On both occasions a man and dog were observed swimming in the channel about 70 meters south of the bridge. Had our boats not slowed down looking for seals playing near the bridge pylons, the two may not have been seen. A reminder of how good our look-out has to be when skippering a boat.

Continued next page

Treasurer's Report

John Baragwanath



HERE WE ARE with ten months of the financial year gone already. This starts the busy time for us as we look to completing our trial balance by the end of May with our accountants so we only have June to worry about then. Now is also the time when we review our assets for depreciation, or even write off.

Vicki Roff-Smith will be an even busier lady for the next month so if you have inquiries in the office please make them brief! She is an incredibly capable lady but will have her head down for the next month.

Now is also the time we also look at our 2016–2017 Budget and see how our estimates went. We will also be looking at the 2015–2016 Budget too so we can pick abnormalities that could skew our budgeting and the results of such.

One of our challenges is whilst we run a July to June fiscal budget, our Squadron year is from October to September so we also have to keep a weather eye on those figures within the budget. This will all end on 1 July 2018 when both years are synchronised to give us one year only to worry about.

To look at the actual figures for the 10 months of this year, income is up substantially from last year. Expenditure is also substantially up and over budget.

What we can say though is our nett income is well up on last year at this stage. These figures will be strongly scrutinised over the next month so no promises on overall yearly results yet!

We are also focusing on our budget for 2017–2018 and your Committee will be working on the Squadron's budgeted expenditure for the year. There are always lots of projects

we would like to complete around the Clubhouse and the Marina and now is the time when we will be discussing them and establishing project priorities. Any significant project will need to be fully documented for the AGM in October to be passed.

This magazine also details the Squadron Costs and Charges applicable from 1 October. We do not think there will be too many surprised there – we are an extremely well-priced Marina and our Work Yard fees are very cheap when you consider the investments made there.

Member input is always welcome and my contact details are treasurer@nys.org.au

Best Regards for now,

John

This is a bit of a funny one

We have heard from Loch Primary School that some keys were found on the school bus. On the keyring was an old key of ours numbered 749.

Anyway they tracked us down, probably wouldn't worry about it but a set of car keys etc. are on the keyring. If you know anything about them or you might be the owner, contact Jodi at Loch Primary School.

Continued from previous page

The Ocean Racing Club of Victoria is re-establishing its Easter Regatta. This year 5 yachts raced from Port Phillip into Westernport finishing at Cowes Yacht Club. We are invited to participate in this race next year and we are keen to see if there is interest in additional races in the bay.

I hope you enjoy the boating activities associated with NYS over the winter period. We often have many fine days that can be enjoyed. Other times it is best to dream and plan for warmer weather. Enjoy your boating at Newhaven Yacht Squadron.

Alen

2017 Winter Race Series

All winter races are pursuit starts with briefing at 1200 for each race.

DATE	OOD
Race 1: Saturday 27 May	Alen Garrett
Race 2: Saturday 10 June	Kon Cili
Race 3: Saturday 8 July	Craig Begbie
Race 4: Saturday 12 Aug.	Ray Frith
Race 5: Saturday 26 Aug	Mary Brown
Race 6: Saturday 9 Sept	Peter Gratton



NYS Committee Members



Peter Buitenhuis
Commodore



Derrick Kershaw
Vice Commodore



Alen Garrett
Rear Commodore



David Tonkin
Secretary



John Baragwanath
Treasurer



Hellen McCrimmon
Social Secretary



Peter Gratton
Safety Supervisor



Mary Brown
Boating Secretary



Stan Jackson
Training & Grants Officer



Garry Richards
Other Member



Phil Seymour
Other Member & Quarterly Editor



Tom Rawlings
Other Member

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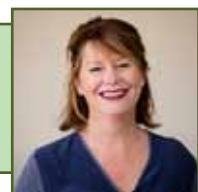
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Dates to Remember

DATE	HIGH TIDE	LOW TIDE	EVENT	BRIEFING	START	OOD
May 2017						
Saturday 27	1358 - 3.21	0659 - 0.25	Winter Race 1	1200	1300	Alen Garrett
Sunday 28	1452 - 3.29	0755 - 0.14				
June 2017						
Saturday 3			Squadron Dinner Cancelled		1800	Helen McCrimmon
Sunday 4						
Friday 11			Committee Meeting		1800	Peter Buitenhuis
Saturday 10	1343 - 2.86	1944 - 1.16	Winter Race 2	1200	1300	Kon Cili
Sunday 11						
Monday 12			Queen's Birthday			
Friday 30			End Financial year			
July 2017						
Friday 7			Committee Meeting		1800	Peter Buitenhuis
Saturday 8	1216 - 2.64	1815 - 1.33	Winter Race 3	1200	1800	Craig Begbie
Sunday 16			VHF Radio Course			Stan Jackson
August 2017						
Saturday 5						
Friday 11			Committee Meeting			Peter Buitenhuis
Saturday 12	1608 - 2.89	2257 - 0.56	Winter Race 4	1200	1300	Ray Frith
Saturday 26	1612 - 2.94	2206 - 0.37	Winter Race 5	1200	1300	Mary Brown
Sunday 27						
September 2017						
Friday 8			Committee Meeting		1800	Peter Buitenhuis
Saturday 9			Sailing Sub-Committee		1000	Alen Garrett
Saturday 9	1501 - 2.85	2052 - 050	Winter Race 6	1200	1300	Peter Gratton
Sunday 10						
Saturday 23	1504 - 2.84	2059 - 0.39	Aggregate Race 1	1200	1300	Katana
Sunday 24						
Saturday 30			AFL Grand Final			
October 2017						
Sunday 1			Daylight Savings Start			
Saturday 7	1443 - 2.73	2037 - 0.54	Aggregate Race 2	1200	1300	Bumble Bee
Sunday 8	1530 - 2.80	0908 - 0.68	Dinghy Training	1330		
Sunday 8			Fire Drill. Watch for notices			
6th to 8th			Super Bikes			
Friday 13			Committee Meeting		1800	Peter Buitenhuis
Saturday 14			Annual General Meeting		1430	Peter Buitenhuis

NYS Social Scene

Helen McCrimmon



THERE HAS BEEN FANTASTIC RESPONSE to the newly added '2nd Saturday of each month' where the social committee, which by committee I mean Jan Bayliss and myself, either cook or organise dinner for anyone who attends. On each of the 4 occasions to date we have had around 40 to 50 people turn up. Its obvious people are enjoying the dinners (with a minimal cost of either \$5 or \$10) and catching up with members and friends. In addition we have also enjoyed the company of new members who are coming along. The feedback has been positive hence we shall continue even over the winter months though many of the members will take off to the sunshine for the next 2 or more months.

The most recent of the '2nd Saturday of the month' on 13th May was combined with the Presentation Night and again the number who attended was well more than expected. To keep this event simple there was no cost, only a request for everyone to provide finger food to share. Feedback on how this approach was received would assist me in catering etc. for future events.

Jan and I could not organise these events without the help of many people. So thank you to Anne Marie, Mim, Tom, Wayne and Denise and to all the other people who help out.

The other exciting event was the Easter Egg Hunt. Easter bunny's arrival was well met with lots of excitement from the 40 plus children who turned up. It was pleasing to see so many children, parents, Grandparents and friends turn up. Just lucky that Easter Bunny was prepared with lots of eggs!!!! And as usual we had the sausage sizzle that raised \$176 for the Royal Children's Hospital. Even though this event is over in an hour or two there was lots of laughter and fun not too mention the high level of energy from the children. Chocolate does that I believe!

Closing I would like to thank Colin, our regular barman, who ensures the bar is stocked and importantly the beer is cold. On occasions when Colin cannot be there thank you to all the others who step in, just to name a few Peter Watson, Tom, Garry and John.

If you have any feedback or would like to join the social committee please don't hesitate to contact me on 0402 158 684 or email mccrimmh@hotmail.com.

Helen

NEWHAVEN YACHT SQUADRON YACHTING TROPHIES 2016-17

EVENT	FIRST	SECOND	THIRD
WINTER SERIES 2016	Katana Matt Draper	D J Vu Chris Wilson	Apricot Free Ken Stuchberry
CLUB CHAMPION 2016-17	Sea Farrer Michael Dixon	Kara Kara Jim McWilliam	Mintaka Kevin Holt
KEEL BOAT CHAMPION 2016-17	Kara Kara Jim McWilliam	Mintaka Kevin Holt	
TRAILABLE CHAMPION 2016-17	Sea Farrer Michael Dixon	Make my Day Ray Frith	
ROUND PHILLIP ISLAND 2016-17	Kara Kara Jim McWilliam	Make my Day Ray Frith	
COMMODORE'S CUP 2016-16	Sea Farrer Michael Dixon	Kara Kara Jim McWilliam	
HALF PHILLIP ISLAND 2016-17	Sea Farrer Michael Dixon		
SINGLE HANDED RACE 2016-17	Bumble Bee Kevin Arnup	Kara Kara Jim McWilliam	

MARINA BERTH WAITING LIST

NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12
T. Boschma	4/1/2011	4/1/2011							X
J. Groves	1/11/2014	2/7/2014	X						
A. Dear	2/7/2014	2/7/2014		X					
J. Leahy	2/18/2014	3/8/2014	X	X					
C. Bailey	9/7/2014	10/11/2014	X	X					
R. Hemmings	10/25/2014	10/25/2014			X				
S. Konstantopoulos	10/25/2014	11/8/2014	X	X					
T Rawlings					X				
J. Barwick	3/6/2015				X	X			
J. Reiter	RELISTED	3/27/2015			X				
R. Morganella	RELISTED	3/27/2015	X	X	X				
C. Northover	RELISTED	3/25/2014			X				
B. Matthew	3/31/2015	6/13/2015							X
A. Hart	4/8/2015	6/13/2015	X	X					
P. Collins	4/16/2015	4/16/2015	X						
A. Rea	5/28/2015	6/13/2015		x					
D. Talbot	6/12/2015	6/12/2015	X	X					
F. Moretti	9/2/2015	9/2/2015			X	X			
R. Buckley	9/28/2015	9/28/2015	X	X					
Alex Van Rennes	11/11/2015	11/11/2015		X	X	X			
Bruce Atkins	11/20/2015	11/20/2015	X						
Frank Orlandi	11/22/2015	11/22/2015	X	X					
Peter Geyer	12/21/2015	12/21/2015	X			X			
Steve Flack	RELISTED	4/1/2011		X					
Andrew Brown	4/5/2016	6/1/2016			X				
C. Campbell	RELISTED	6/13/2016	X						
P. Young	RELISTED	7/31/2012		X					
Rod Tresise	9/16/2016	9/16/2016			X	X			
M. Sando	RELISTED	10/12/2013		X	X				
Mark Szutta	11/14/2016	11/29/2016		X	X	X			
Paul Miller	12/2/2016	12/12/2016		X	X				
D. Sadlier	8/24/2013	10/12/2013	X	X		X			
B. Ryan	1/20/2017		X	x	x				
A Beams	1/23/2017		X	X	X				
B Dennis	2/26/2017		X	X	X				
K. Gwynne	RELISTED	10/12/2013					X		
Gary Bould	RELISTED	5/17/2014					X		
Peter Benjamin	RELISTED	1/25/2013					X		
Motton Russell	4/18/2017		X	X					
Newman Scott	4/25/2017						X		
Updated 7/05/2017									

NEW CLUB SPORTSWEAR

New Squadron regalia has now arrived and is on display at the Clubrooms.

Dress up and be proud of your Squadron!



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HATS AND VISOR – \$16

*New burgees and caps are now available at the bar or from the Treasurer
See our website for more items*

Catch of the Day

Julian Murphy sent these photos in answer to our challenge to you fisher-folk.



Left: Julian's daughter Georgia proudly holds a 33cm flatty caught near the THB buoy with squid on a circle hook.

Far left: A days catch. Bait was purchased squid and we also used fresh Barracoutta. Gardeners Channel. I prefer circle hooks so fish can be released easily and without harm if undersize.

JM

Sailability

Stan Jackson



THIS SEASON WE CHANGED the format of our sessions. Previously we held only one session per day, but this season we trialled conducting two sessions on each day. Although this meant for a more challenging time for Alen, who organises these activities, this format proved to work well and will be followed in the future.

February 10, 2017

In the morning we hosted South Gippsland Specialist School who came along with 11 students and 3 carers. We had 13 club volunteers keen to be involved and ready to help provide our visitors with another exciting boating experience.

Whilst the usual fitting of lifejackets and allotting of participants to specific boats was taking place, one very unhappy and agitated young fella, who was obviously having a bad day, was sitting alone and wanted nothing to do with anyone else. After one of the carers spoke with him, and a couple of failed attempts to communicate with him by a couple of club volunteers, Alen and the carers accepted that it was best to leave him alone and not push the issue of his participation in the boating experience.

After the others had left and things were a lot quieter, a couple of the club members made another attempt to communicate with the young bloke. This time the response was more favourable, and conversation began—in fact, a quite enthusiastic conversation. After a while the discussion was directed toward boats, and the question was asked, “Would you like to come for a ride in our club boat?” The instant answer was in the affirmative, and very soon he was in the boat with a carer and two club crew members.

Well, he had a fantastic time! He spent the whole trip with a huge smile on his face, and constantly engaged in conversation. He thrilled at seeing seals, and was an excellent helmsman. And when we drew up near the other boats, he proudly and energetically waved and interacted with those on board.

This was a very rewarding experience for all involved. And when the other children came back gushing about their fishing skills or the seals they saw, or whatever, combined with the measure of observed satisfaction projecting from the volunteers, the value of these sessions is obvious.

In the afternoon, six students and three carers from the Bass Coast Specialist School joined fourteen volunteer

members for their session. A couple of the participants in this group are well known by the club members for their love of fishing; and again they arrived complete with all the gear and enthusiasm that promised a bountiful catch and an enjoyable afternoon. Unfortunately, only the latter prevailed. But their spirits were by no means extinguished, and there was keen discussion about the next time.

March 28, 2017

Again we hosted the two specialist schools over two sessions, having a combined sixteen students and five carers. And again we had a good roll-up of thirteen club volunteers.

Unfortunately, the water was a little rough in the afternoon,



and the fishermen had to move around a bit to find ‘the big ones’ – again with limited success. But there was a highlight for them when the vessel they were in got its anchor hooked on something in the gutter just outside the marina; and they had to be ‘rescued’ by being transferred into the club boat – which returned after dropping off the ‘rescued’ to help free the anchor. Something else to talk about back at school.

April 27, 2017

On this grey and overcast day we were visited by six participants and three carers from Yooralla, Leongatha, in Interchange, Wonthaggi. As the conditions were a bit bleak and cool to be out in the cockpit of a yacht, more comfortable power boats were used for the outings on this day.

Well done to Alen and all the volunteers for another successful Sailability season.

If you are a sailor or a fisherman and you want to become involved in our Sailability program, please contact Alen Garrett at rearcommodore@nys.org.au, or myself at training@nys.org.au.

Stan



Presentation Night



NYS Fishing competition winners (Left) Greg Taylor with an 815 gram King George whiting and (Right) Peter Cossa with a 2.5kg flathead. Congratulations, guys!



Clockwise from top: The perpetual yachting trophies — No-one went hungry thanks to a fantastic spread — The sailing committee — Katana, Deja Vu and Apricot Free take Winter Series awards — Sea Farrer and Kara Kara scoop the pool — Club Champion Michael Dixon of Sea Farrer — Single Handed winner Kevin Arnup of Bumble Bee. Centre are the NYS Fishing Competition Winners

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Sailing the Tenacious

Peter Gratton accompanies Youki Innes to discover what real sailing is about

NEWHAVEN YACHT SQUADRON has an active Sailability program, and when time allows I like to participate and take the clients and carers out on my boat Julini or help on another boat. The role of a “carer” is one of total commitment and dedication and I have absolute respect for those involved.

Youki Innes, a member of NYS who enjoys sailing and being on the water, was keen to sail on the Jubilee Sailing Trust, *SV Tenacious*. One of only two specially designed tall ships in the world, *Tenacious*, and her sister ship *Lord Nelson* were built to accommodate all physical abilities. So it was a privilege when I was asked to accompany Youki as his carer on board *SV Tenacious* for five days. We were welcomed on board *Tenacious* at her Williamstown berth, and after a tour and briefing we settled into life aboard this three masted barque.

Tenacious operates professionally, as expected, with a full time crew of nine plus four volunteer Watch Leaders. On our voyage there was seventeen voyage crew. *Tenacious* can take up to forty voyage crew of whom twenty may be physically disabled and eight may be wheel chair users. We met our Watch Leader, Leigh, and after a quick discussion on what was expected of us we settled into the ship’s routine. Because of strong winds and rough water outside the rip, *Tenacious* stayed in port for the evening. This allowed those who wanted the opportunity to climb the mast to the first spar, and then if brave enough, out along the spar to it’s extremity. I’m scared of heights and in the past Aggie has had to go “up the mast” on our yachts. This time though I was determined to have a go, and overcame my fear and managed to climb the rat lines and even out along the foot ropes to the end of the spar. Youki’s turn would come later on!

The next morning after breakfast, *Tenacious* with our pilot showing the way headed for Phillip Island. I thought we may have anchored off Cowes in front of Youki’s house. The sea was still very rough when our Pilot transferred to the Pilot vessel and a

few voyage crew became sea sick, Youki among them.

We were expected to help with the operation of the ship if able, so sails were set, watches were manned, and the galley cooked our meals. Our second night we anchored off Cat Bay as *Tenacious* needed a Pilot to take her any further. We rocked and rolled all night and were woken at 2400hrs to take our watch. In the morning the swell had eased and with blue skies we set off for a day’s sailing. Today was my turn in the galley. Meanwhile, with help from some of Youki’s new friends, he helped haul on some sheets and halyards to set the sails while I washed dishes. In the afternoon we headed back to Cat Bay and another night on the anchor.

The next morning was again very still. At 0600hrs we headed for Port Phillip, and an anchorage off Port Arlington. Just outside the Rip another pilot came on board, he was to stay with us until we tied up at Cunningham wharf the next day. Today was Youki’s turn in the galley peeling spuds and polishing the silverware while I helped scrubbing the decks and generally cleaning up. Around 4pm we anchored off the marina at Port Arlington.

In the afternoon we assembled on the fore deck, and with many precautions we hauled Youki up the mast to the first yard— he loved it and wasn’t in a hurry to come down. Afterwards it was the turn of the other two crew in wheel chairs to be hauled up the mast.

That night the anchor watch was manned by the professional crew as the volunteers were all very tired due to the lack of numbers, and the need to

double up on our duties. The last morning we headed for Geelong where we tied up and met our friends and families.

Over the four days we hauled ropes, set sails, scrubbed decks, stood watch, and helped with the meals. If anyone has the opportunity to join one of these voyages take it. Although very tired at the finish we had a ball. Youki is now contemplating another trip.

Story by Peter Gratton



Training

VHF RADIO COURSE

Peter Donaldson – who has run VHF radio courses for us in the past – has kindly offered to conduct another course for us on Sunday, July 16, 2017. The official name for the VHF radio licence is known as the Short Range Operator Certificate of Proficiency (SROCP), and can be conducted as a one day event. It takes the form of a self-study course which requires the participants to do most of the preparation work themselves prior to the examination.

This involves the participant:-

- Purchasing the reference material
- Studying the handbook
- Doing the revision questions

The above can be achieved by visiting the Office of Maritime Communication (OMC) website at

<http://www.amc.edu.au/industry/omc>

From there, under the section headed Handbooks & Revision Questions (on the left of screen), you can purchase the SROCP Handbook (\$15.50 + \$4.00 postage), or read it online and then do the SROCP Revision Questions.

(Please note the Marine VHF Radio Operators Handbook (MVHB) is the one you want to purchase for the SROCP certification. You need to allow a minimum of 10 working days for delivery by surface mail. Books are dispatched Tuesday and Thursday or within 24 hours (working days) if Express Post has been paid.)

On the day you will need to have some form of identification and pay the Application Fee (\$83.00), which can be done by credit card details on the application form. Peter will take your photograph for your licence.

The morning will start at 09:00 when we will go through operating procedures. Then we will have lunch from 12:00 till 12:45; and after lunch we will do revision and the exam. The day will conclude at 15:00. For lunch, we will walk to the local pie shop– or you may prefer to bring your own.

As a service to Yachting Westernport clubs, Peter has kindly offered to take the day at no charge– thanks, Peter. We will be inviting members of other Yachting Westernport clubs to participate.

Please contact Stan Jackson at training@nys.org.au by Friday, June 30 if you are interested in this course.

POWER / SAFETY BOAT COURSE

I am still investigating a Safety Boat Course. I have learned that Westernport Yacht Club is a certified training centre for such a course; so I will be making contact with them about conducting one later in the year.

Please keep an eye on the website for more information about this proposed course.

FIRE DRILL

I have arranged for Rick McKay, the San Remo Fire Brigade Training Officer, to do a fire information and response day on Sunday, October 8. The day will comprise an information/discussion session in the morning, followed by a practical response session in the afternoon.

Obviously, our response to a fire – or any other emergency situation – is of critical importance, and the more members we have knowledgeable about the required responses, the better. Therefore, all members are encouraged to attend this important event.

NYS ON THE INTERNET AND FACEBOOK

About 6 months ago we launched our new NYS website, and I'm pleased to say that it has been well received and is being well used.

Non and prospective members are browsing our site for information about our club and its facilities, and are using the 'inquiry' function to seek further information. Members are utilising the site for a variety of reasons: the EVENTS button provides access to the calendar and details about specific events; NEWS provides information which includes reports about activities, important notices for members, reports from Committee members, and copies of past Magazines; and keel and dinghy racers are downloading information and entry forms from the BOATING section. The WEBCAM is proving to be very popular for members to check their boats and the conditions within the marina.

Unfortunately, the BUY & SELL facility has proven to be quite clumsy to operate; and is currently being made more user-friendly to post items. Members are encouraged to use this section of our website to sell boating items they may no longer want; or to purchase boating items they wish to acquire. Please contact me if you require further information about placing an advertisement in this section, or if you have any questions at all about our website.

Stan Jackson



We now have our Facebook page:

<https://www.facebook.com/NewhavenYachtSquadron> connected to our website, and this will also provide information about what is happening around our club. As we want to advertise the great things that happen around our club and we want our Facebook page to be dynamic and interactive, we encourage members to contribute to it. If you take any photos/videos of your boating 'adventures', share them with us; if you're looking for a crew or you're seeking some information or help with a boating issue, let others know.

Our Facebook page offers you the opportunity to contribute in a positive way to your club. When you see an interesting post placed by someone else, please share it with your friends. This is an easy way for you to help us promote our club – especially to young people.

I would like to acknowledge and thank Annalisa Elliot and Kon Cili for starting our Facebook page. Last year's Future Planning process indicated that we needed to get better with our communication. Annalisa's and Kon's instigation of our Facebook page – and the revision of our website – have certainly helped to do this. It is now up to you, the members, to utilise these services.

Happy and safe boating,

Stan

VHF RADIO COURSE

Date: Sunday, July 16

Time: 0900-1500

Cost: \$83 for the licence application fee
\$15.50 plus \$4.00 postage if you purchase the SROCP Handbook

Venue: NYS clubrooms

Catering: Morning and afternoon teas provided; walk to pie shop for lunch

This course will enable you to:

- Use VHF radio telephony and Digital Selective Calling (DSC) operating procedures, particularly those relating to distress, urgency and safety
- Carry out simple maintenance practices required to keep your marine radio equipment in good working order, including repair of minor faults
- Understand the regulations applicable to ship stations equipped with VHF radio telephony and DSC calling facilities
- Gain a basic knowledge of the Australian marine search and rescue system

Contact Stan Jackson by Friday June 30 on
training@nys.org.au



Safety

I would like to thank all those members who returned their Safety Certificates and Insurance cover by the due date.

Each year, every club member who has a watercraft registered with the club has the responsibility to complete and return the Safety Certificate and proof of insurance with a \$10,000,000 Public Liability cover to the club in the allotted time.

Unfortunately a few members still have not returned the completed forms and have had their Marina/ramp access tags suspended. Their access to the club house is still valid however.

Peter Gratton



Each year the club invests a great deal of time and money to ensure that its members are appropriately covered and your ongoing help and support is much appreciated.

On another topic, it has been brought to my attention that a few boats are encroaching onto the walkways. For the safety of all marina users please ensure that your boat is moored within its pen, and no overhang onto the walkway.

Safe boating and enjoy your time on the water.

Peter

Boating and Fishing

Garry Richards



IT WOULD APPEAR that summer is over and what a great summer it was for fishing, plenty to talk about. By the time you read my report the NYS fishing comp will be finished, numbers of fish being weighed in this year are well above last year which was really great, some great flatties and a cracker whiting weighed in, winners announced on presentation night the 13th of May. A reminder to all current and new members, come along and join in the comp and weigh in your catches.



As mentioned in my last article we were looking forward to our annual trip to Bermagui which we had in February. Collin

Willis, the two John's, Andrew and me the deck hand and bait chopper. Collin and bank manager John left for Bermagui one week before me and fished without a lot of luck, I arrived the following Tuesday lunch time and the weather was perfect. I met up with the gang at our rooms and after a few soft drinks I endured the endless tales of the fish they had missed and why. The 8 hour drive and the soft drinks took its toll, so I had an early night.

Wednesday morning 6.00am up and breakfast done we headed out for a fish. As we passed through the entrance and pointed the Bertram towards the 12 Mile I was full of enthusiasm and very excited to be back here fishing for Marlin. Marlin fishing is something I have wanted to do ever since I can remember. I used to read about Zane Grey and all his tales as well as listen to Bob and Dolly Dyer (remember Pick-a-Box) tell how they chased Marlin, a dream I have had since I was boy fishing in the Broken creek in place called Nathalia a life time ago.

There were plenty of boats on the water, a bit crowded so we started to troll towards Montague Island with all rods in. TLD 25's on both outriggers, a Tig 50 in each corner, a Tig 80 in the middle over the motor cover and the 80 in the rocket launcher as the shot gun, all running skirts with the teaser in the port side corner. John (the bank manager) and I on deck, Collin on the fly bridge being vocal as per usual, and we were set. Now bring on the fish. An hour passed then another, the TLD 25 on my side out rigger gave a small click on the drag which caught our attention, what happened next is what I have been dreaming of, the sound of the drag screaming. "Fish on" was the cry— time to fly

into action. I quickly pull the teaser in and also wind in the corner Tig 50, John winding in the rest. I grab the rod out of the holder and at that moment you feel the power and strength of a Marlin, it is indescribable, my first Marlin tearing line off the reel, "Look up" was the cry and I saw my fish tail walking 200 yards out the back. I'm watching line come off the reel and decide it's time to slow this fish down, push the drag all the way to strike but it made no



difference, so I depress the over drag and push the lever to the limit which made no difference. John called to Colin "we'll have to chase him". Colin started to turn the boat when I said to them, "Not much point in that as it's all changing colour."

"What do you mean?" said John.

I can see the bottom of the drum, then ping!— and fish gone. From hook up until I was spooled maybe four minutes and one striped Marlin, 650meters of 40KG mono fishing line \$85, 1 swivel \$15, 1 trace \$10, 1 Skirted lure \$155 going past New Zealand's top Island at just under the speed of light.

My first Marlin gone, Collin came down from the fly bridge and John put a consoling hand on my shoulder, I sat back on the seat for a moment to take a breath for the next five minutes, John and Collin swearing about the line, the reel, the fish and anything else they could think of, trying to make me feel better. A smile came back to my face. Yes it got away but I had a Marlin on my line... I had one! The strength and the power these fish have is unbelievable.

John being the banker commenced analysing what had happened, what we did right what we

did wrong, where we can improve our chances. Collin screaming to put the lines back in, you're not here for your good looks. Collin loves his fishing, you can tell.



All lines back in and settled down ready for whatever is next, "Dolphins" yelled Collin, maybe 20 to 30 in front of

the boat beautiful looking animals, then “Fish on” was the call from John. Another fish my side again— same holder, same out rigger, yep this is my day. I get the Teaser in, and this time I’m to bring in the middle line before I pick up the loaded rod. This worked well and I settled into the fight. I stopped the first run and was under control. Man these things are so strong— another run and then nothing, he’s dropped the hook. I was winding in the line when all of sudden there’s weight, it’s swimming straight back at the boat and I can’t wind fast enough, as it swims past the prop— ping! —gone. A voice from above Collin yells, “Your good at loosing these thing aren’t you?”

I replied, “Just drive the ----- boat.”

Lines back in and trolling away, it’s been about an hour and a half since our last encounter and about the same time since any one spoke a word and wind starting to pick up, out to the west we see another boat they are into a fish, it jumps and tail walks not far from us. Looking out the back we see a big fin rise out of the water following our lure, it goes for the back corner rig on John’s side and smashes the lure but fails to hook up, it must have seen the lure on the middle line and decided it was dinner and hit hard, “Fish on”— away we go again and John’s on. Teaser in, lines in, cleared the deck and everything out of the way. About 50 minutes into the fight John’s sweating, puffing, sore arms and he’s tired. He starts talking about giving up, “cut the line, bugger this I’m going back to snapper fishing in the bay”, when I mention to John, “you’re a bank manager and next week you’ll be sitting in your office, listening to some sob story from someone who thinks the world owes him something, and you will wish you were back here fighting this fish, knuckle down bloke.”



Seventy-eight minutes from hook up Collin and I reached over the side of the boat and pulled 90kgs of striped Marlin into the boat, John lay on the motor cover for

ages puffed and sore, but he got one and he’s happy!

With wind picking up we decided to call it a day and headed for home over an hour away, the fish lying on the floor and not one word was spoken all the way in.

If you’re wondering about the other John and Andrew, they were hooked up to a fish that they fought for three hours, but unfortunately had to cut it free as the wind was that strong it was becoming dangerous. Sometimes you have to make decisions you don’t like, bearing in mind safety first and you can always fish another day.

We divided the catch up, we’ve eaten striped Marlin and it is very nice eating, we eat a lot of fish and love it. I absolutely love Marlin fishing, as I said it’s a boyhood dream, I can’t wait to go back and try again and hopefully catch many more. They are a magnificent sport fish, beautiful in colour, strong and powerful and good fun. Next time it will be catch and release with lots of photos for memories. I will never kill another Marlin.

Garry

Newhaven Yacht Squadron Year-round Fishing Competition Rules

The competition will start at 0800hrs on the day after Presentation Night (2016) and finish at 1500hrs on Presentation Night 2017. 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.

Entry is free.

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.

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

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

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Clubhouse News

Derrick Kershaw



WELL OUR SUMMER has come and gone and hopefully you managed to enjoy our club and get the boats out where they belong. The weather in February and March was all over the place and several of our cruising boats made unsuccessful attempts to get down to Tassie.

Some of you may not know that our marina is known as The Newhaven Safe Boat Harbour by virtue of the Newhaven Lands Act 8666 of 1971. Recently there was an example of our marina being a safe haven for this part of the coast and bay. A crew delivering a yacht from Melbourne to Airlie Beach was caught in bad weather and had not slept for forty-eight hours. They spent a couple of days sheltering in our marina to recover and refuel and we provided them with local information from Andrew Garrett's *Cruising Victoria* guide. Hopefully they did not make a too quick a progress north as a week later hurricane "Debbie" hit the Whitsundays.

We recently held a Marina and Building Sub Committee meeting where a number of issues were discussed. Here are only some of them but it will give you an idea of the many jobs being tackled by our volunteers.

Casual Berths

For some time, we have been discussing the possibility of providing a financial offset to berth holders when their berths are casually leased. A partial reduction in the maintenance fee was suggested. It now appears that this is not possible as we are a not for profit incorporated club and the squadron's Statement of Purpose and Rules (Rule 11 "Members Interest") prohibits any such profit or benefit.

Lead Lights

We are attempting to fix the forward lead which has been showing a very dim blue light at night. We have replaced the battery and checked the solar charge but to no avail. Glen will obtain a replacement regulator and globe as soon as possible.

Maintenance Yard

The electricity supply to the yard is insufficient to safely meet our needs and new sub boards are required. Quotes are being obtained for these well as an underground cable between both sheds.

Child Safety

The recent Easter function saw a large number of children at our club. Many of the younger ones were on the upper balcony and at risk of falling down the spiral stair case. Garry Richards is looking into fitting a safety gate.

Sheet Piling

Jeff Shawcroft has done a great deal of work concerning our proposal to construct a wall around the maintenance yard so that we can do some interim dredging and construct a floating jetty for fishing boats using the club ramp. It will also enable us to use the additional land obtained as a result of the new lease from the Sailability project.

We are presently trying to obtain some detailed costing so that we can present the proposal to the full committee.

In our last magazine, we asked if you wish to have a renovation of the lower level club room. (new toilets, showers, kitchen etc. or just a 'freshen up' with a new ceiling and painting.) Apparently, we did not get a single response so do we assume that no improvement is necessary?

Just to finish, I would like to acknowledge the recent efforts of Marianne, Ray, Jeff, Jackie, Tom and Malcolm who gave their time to complete jobs at our club. There are many tasks completed outside of the annual working bee and our volunteers deserve our thanks.

Don't forget if you have any issues or ideas you can always leave a short email at vicecommodore@nys.org.au

Regards,

Derrick

A NEW SERVICE

Concerned about your boat after all the rain? Can't get down to the Marina to check it?

Call Glenn Botterill on 0419 514 395 and discuss your needs. From a yearly schedule of boat checks to one-offs, Glenn has a plan for all boat owners at competitive rates.

Remember– Only those who have their own berth with their boat in it, or those who are temporally renting a berth have admission to the Marina. Any other Service Agent MUST go through Glenn in the Maintenance Yard.

Welcome Aboard



David and Margaret Butcher
James and Bonnie Taylor
Paul and Yvonne Miller
Henry and Sue Puncher
Bill and Ricky McIntosh
Ted and Val Kerr
Erik and Avril Frederiks
Helen McCrimmon
Peter and Pip List
Wayne and Kerri Barr
Luke Prainito
Richard and Brigitte West
John and Richelle Gelmi
Moe and Rose Whybrow
Cameron Stops
Warrick and Leah Tempany
Keith and Hikaru Dunn
John and Gerna Pleiter
Ben and Amy Dennis
Laurie and Liz Miller
David and Carol Lyons
Nick and Brenda Blackmore
Shane and Lisa McRae
Peter and Shelley Follett
Tom and Clara Stockdale
Tino and Kelly Constantino
Marcus and Rebecca Bond

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 where we would love to catch up with you, so please feel free to call in and share the company.

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

PLEASE NOTE

Keys are no longer in use for the clubhouse, ramp or marina. You must use your access tag.

Does your boat have its NYS registration number displayed?

A Freak of Navigation – the story of the SS Warrimoo

GOING OVER SOME NOTES on unusual occurrences on ships I came across two similar stories told about the same ship! They were fairly low key stories & amusing so I thought I would relate both of them.

In 1895, Mark Twain was travelling to Australia aboard the SS *Warrimoo*. In dire financial difficulties, he was embarking on an around the world speaking tour during which he also wrote “Following the Equator”, his account of the journey. In it, he notes the moment the ship crossed the equator:

“A sailor explained to a young girl that the ship’s speed is poor because we are climbing up the bulge towards the centre of the globe; but that when we should once get over, at the equator, and start down-hill, we should fly.

Afternoon, crossed the equator. In the distance it looked like a blue ribbon stretched across the ocean. Several passengers Kodak’d it”.

Three days later, he describes crossing the international dateline:

“While we were crossing the 180th Meridian it was Sunday in the stern of the ship where my family were and Tuesday in the bow where I was. They were there eating the half of a fresh apple on the 8th, and I was at the same time eating the other half of it on the 10th – and I could notice how stale it was already. The family were the same age that they were when I had left them five minutes before, but I was a day older now than I was then. The day they were living in stretched behind them halfway around the globe, across the Pacific Ocean, America and Europe; the day I was living in stretched in front of me around the other half to meet it.

Along about the moment that we were crossing the Great Meridian a child was born in the steerage, and now there is no way to tell which day it was born on. The nurse thinks it was Sunday, the surgeon thinks it was Tuesday. The child will never know its own Birthday. It will always be choosing first one and then the other; and will never be able to make up its mind permanently. This will breed vacillation and uncertainty in its opinion about religion, and politics, and business, and sweethearts, and everything, and will undermine its principles, and rot them away,

and make the poor thing characterless, and its success in life impossible”. [Note this was reprinted verbatim – Mark Twain is actually inaccurate about the differences in the day – but hey – it’s a quote!]

Ironically I found a second story that took place some five years later on the same subject with the same ship. This one though was a little more accurate.

In the days before GPS and SATNAV, the passenger steamer SS *Warrimoo* was quietly knifing its way through

the waters of the mid Pacific on its way from Vancouver to Australia.

The navigator had just finished working out a star fix and brought the results to the Master – Captain John Phillips.

The *Warrimoo*’s

position was Latitude 0 degrees 31’ North and Longitude 179 degrees 30’ west. The date was 30 December 1899.

First Mate Payton broke in: “You know what this means? We are only a few miles from the intersection of the Equator and the International Date Line”.

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving this navigational freak of a lifetime.

He called the navigators to the bridge to check and double check the ship’s position. Based on their information, he changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed.

The calm weather and clear night worked in his favour and at midnight the SS *Warrimoo* lay on the Equator at exactly the point where it crosses the International Date Line. The consequences of this bizarre position were several!

The bow of the ship was in the Southern Hemisphere and in the middle of summer whilst the stern was in the Northern Hemisphere and in the middle of winter!

The date in the aft part of the ship was 31 December 1899 whilst forward it was 1 January 1900.

The ship was therefore not only in two different days, two different months, two difference years and two different seasons – but in two different centuries all at the same time!



TIDES FOR SAN REMO

Actual times - no correction needed

JUNE 2017				JULY 2017				AUGUST 2017				SEPTEMBER 2017			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0525 2.79		16 0445 2.54		1 0604 2.71		16 0522 2.57		1 0034 0.52		16 0644 2.73		1 0102 0.63		16 0111 0.27	
TH 1805 3.07		FR 1727 2.91		SA 1826 2.93		SU 1743 2.83		TU 1251 0.95		WE 1833 2.73		FR 1332 1.14		SA 1346 0.89	
● 2353 0.67		2316 0.87		●		2336 0.59		1902 2.65				1930 2.42		2000 2.60	
2 0617 2.72		17 0530 2.52		2 0021 0.58		17 0609 2.58		2 0113 0.59		17 0043 0.24		2 0140 0.70		17 0206 0.38	
FR 1851 2.96		SA 1804 2.85		SU 1231 0.80		MO 1818 2.78		WE 1334 1.09		TH 1310 0.85		SA 1415 1.24		SU 1445 0.96	
		● 2356 0.81		1905 2.81		●		1936 2.54		1918 2.69		2016 2.34		2109 2.55	
3 0041 0.70		18 0618 2.51		3 0106 0.62		18 0018 0.50		3 0152 0.66		18 0131 0.24		3 0224 0.76		18 0309 0.51	
SA 0712 2.65		SU 1201 0.72		MO 0746 2.58		TU 0700 2.61		TH 0844 2.48		FR 0833 2.72		SU 0933 2.45		MO 1018 2.66	
SA 1251 0.75		SU 1843 2.80		MO 1320 0.97		TU 1235 0.81		TH 1420 1.21		FR 1404 0.93		SU 1510 1.32		MO 1555 1.00	
1936 2.84				1944 2.69		1857 2.75		2015 2.43		2013 2.63		2115 2.28		2225 2.53	
4 0130 0.73		19 0039 0.73		4 0152 0.66		19 0104 0.40		4 0232 0.72		19 0227 0.27		4 0320 0.81		19 0422 0.63	
TH 0809 2.59		MO 0712 2.53		TH 0839 2.53		WE 0755 2.65		FR 0935 2.46		SA 0936 2.72		MO 1035 2.46		1126 2.65	
SU 1345 0.94		MO 1250 0.82		TU 1412 1.13		WE 1327 0.90		FR 1511 1.31		SA 1505 1.01		MO 1620 1.34		TU 1711 0.96	
2022 2.72		1924 2.75		2024 2.57		1942 2.71		2101 2.34		2119 2.58		2223 2.28		2342 2.57	
5 0223 0.77		20 0126 0.64		5 0239 0.71		20 0155 0.33		5 0319 0.76		20 0329 0.34		5 0430 0.82		20 0539 0.67	
MO 0909 2.55		TH 0812 2.58		WE 0933 2.51		TH 0856 2.70		SA 1030 2.47		SU 1043 2.72		1138 2.51		1230 2.68	
MO 1443 1.10		TU 1345 0.93		WE 1508 1.25		TH 1424 0.98		SA 1613 1.37		SU 1615 1.05		TU 1735 1.27		WE 1822 0.84	
2110 2.61		2012 2.71		2107 2.46		2036 2.66		2159 2.29		2234 2.55		2333 2.34		●	
6 0318 0.80		21 0219 0.55		6 0328 0.75		21 0250 0.30		6 0415 0.77		21 0440 0.41		6 0541 0.77		21 0053 2.67	
TU 1011 2.55		WE 0917 2.66		TH 1029 2.51		FR 1000 2.76		1127 2.51		MO 1149 2.75		1237 2.60		TH 1330 2.75	
TU 1547 1.23		WE 1447 1.03		TH 1609 1.33		FR 1529 1.06		SU 1723 1.36		MO 1731 1.02		WE 1838 1.11		1923 0.67	
2201 2.51		2108 2.67		2157 2.38		2141 2.62		2300 2.28		2349 2.57		○			
7 0415 0.81		22 0317 0.46		7 0419 0.77		22 0353 0.29		7 0517 0.74		22 0554 0.44		7 0040 2.46		22 0156 2.81	
1112 2.58		TH 1024 2.77		1124 2.56		1106 2.82		1223 2.60		1254 2.81		0645 0.68		0748 0.61	
WE 1655 1.29		TH 1556 1.09		FR 1714 1.36		SA 1639 1.09		MO 1827 1.28		TU 1843 0.89		TH 1331 2.70		FR 1421 2.81	
2256 2.44		2212 2.64		2252 2.33		2252 2.60		●		●		1928 0.90		2014 0.51	
8 0512 0.79		23 0421 0.38		8 0513 0.75		23 0501 0.29		8 0003 2.33		23 0100 2.65		8 0141 2.61		23 0248 2.92	
1208 2.66		1130 2.90		1216 2.64		1212 2.90		0617 0.66		0702 0.42		0738 0.60		0839 0.59	
TH 1759 1.29		FR 1708 1.10		SA 1815 1.33		SU 1753 1.05		TU 1316 2.70		WE 1355 2.88		FR 1418 2.79		SA 1504 2.84	
2349 2.41		2319 2.65		2347 2.33		●		○ 1919 1.15		1945 0.72		2011 0.69		2059 0.39	
9 0603 0.73		24 0527 0.30		9 0605 0.69		24 0002 2.62		9 0102 2.42		24 0206 2.76		9 0236 2.76		24 0333 2.97	
FR 1259 2.76		SA 1235 3.02		1305 2.73		0611 0.27		0711 0.56		0802 0.40		0827 0.54		0923 0.61	
FR 1856 1.24		SA 1819 1.04		SU 1909 1.24		MO 1315 2.97		WE 1405 2.80		TH 1447 2.94		SA 1501 2.85		SU 1542 2.84	
○		●		○		1903 0.93		2003 0.99		2038 0.55		2052 0.50		2137 0.34	
10 0039 2.43		25 0025 2.68		10 0041 2.38		25 0112 2.68		10 0159 2.52		25 0303 2.85		10 0325 2.87		25 0413 2.97	
0650 0.66		0632 0.22		0654 0.60		0716 0.24		0759 0.49		0855 0.41		0912 0.54		1003 0.66	
SA 1343 2.86		SU 1336 3.13		MO 1351 2.83		TU 1415 3.04		TH 1449 2.87		FR 1532 2.96		SU 1542 2.86		MO 1615 2.80	
1944 1.16		1925 0.93		1954 1.14		2004 0.78		2042 0.83		2124 0.43		2132 0.36		2213 0.35	
11 0124 2.48		26 0129 2.74		11 0130 2.45		26 0216 2.75		11 0250 2.61		26 0353 2.89		11 0412 2.92		26 0447 2.92	
0732 0.58		0733 0.15		0739 0.51		0815 0.23		0843 0.46		0941 0.47		0955 0.57		1040 0.73	
SU 1423 2.95		MO 1432 3.20		TU 1433 2.91		WE 1508 3.08		FR 1530 2.90		SA 1612 2.94		MO 1619 2.84		TU 1645 2.74	
2025 1.08		2023 0.80		2033 1.03		2058 0.63		2119 0.69		2206 0.37		2213 0.25		2245 0.40	
12 0206 2.53		27 0230 2.80		12 0218 2.52		27 0315 2.81		12 0339 2.68		27 0437 2.87		12 0456 2.93		27 0520 2.85	
0810 0.50		0830 0.14		0820 0.45		0908 0.27		0926 0.48		1024 0.56		1038 0.63		1114 0.82	
MO 1500 3.01		TU 1526 3.22		WE 1514 2.95		TH 1556 3.08		SA 1608 2.89		SU 1647 2.88		TU 1657 2.80		WE 1713 2.66	
2101 1.01		2115 0.69		2109 0.93		2145 0.52		2157 0.56		2245 0.37		2254 0.20		2316 0.47	
13 0245 2.57		28 0327 2.83		13 0305 2.56		28 0408 2.83		13 0425 2.71		28 0517 2.82		13 0540 2.90		28 0551 2.77	
0846 0.46		0922 0.18		0900 0.43		0957 0.36		1008 0.53		1104 0.68		1122 0.69		1146 0.91	
TU 1537 3.03		WE 1615 3.19		TH 1553 2.96		FR 1639 3.04		SU 1645 2.85		MO 1720 2.80		WE 1734 2.76		TH 1743 2.59	
2134 0.96		2204 0.61		2144 0.84		2230 0.46		2235 0.46		2321 0.41		● 2337 0.18		● 2346 0.54	
14 0324 2.59		29 0421 2.82		14 0350 2.58		29 0458 2.80		14 0511 2.72		29 0555 2.74		14 0626 2.86		29 0625 2.69	
0921 0.45		1011 0.29		0940 0.46		1042 0.49		1050 0.61		1142 0.80		1207 0.75		1218 1.00	
WE 1613 3.01		TH 1701 3.13		FR 1630 2.93		SA 1718 2.96		MO 1719 2.81		TU 1750 2.70		TH 1815 2.71		FR 1815 2.51	
2207 0.93		2250 0.57		2219 0.76		2313 0.45		2315 0.37		● 2356 0.48					
15 0404 2.57		30 0513 2.78		15 0435 2.58		30 0544 2.74		15 0556 2.72		30 0631 2.66		15 0022 0.20		30 0019 0.62	
0958 0.48		1059 0.44		1020 0.53		1126 0.65		1134 0.70		1219 0.92		0716 2.81		0702 2.62	
TH 1649 2.96		FR 1745 3.03		SA 1707 2.88		SU 1755 2.86		TU 1755 2.76		WE 1820 2.61		FR 1255 0.81		SA 1253 1.08	
2241 0.90		2336 0.56		2257 0.68		2354 0.47		● 2357 0.29				1902 2.66		1853 2.43	
						31 0628 2.66				31 0029 0.56					
						1209 0.80				0708 2.58					
						MO 1829 2.76				TH 1255 1.03					
						○				1852 2.51					

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Datum of Predictions is Lowest Astronomical Tide

Caution: Predictions are of secondary quality

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

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