



*Newhaven Yacht Squadron*

# QUARTERLY

Summer 2014



*Opening Day, 2014-2015 Season*

*Testing your PFD ~ Dates to Remember  
Road trips with Andiamo ~ Sailability  
Revised VHF procedure ~ Sailing the Bahamas*

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

## Your Committee

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### Training Officer

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**Finance** – John Baragwanath, Peter Buitenhuis, Bob Sterling

**Marina** – Florian Andrighetto, Derrick Kershaw, Kevin Holt, Peter Buitenhuis, Pat Street, Neil Stewart, Kon Cili, Craig Begbie, George Reek, Simon Pollard, Ray Frith

**Social** – Kon Cili, Jean Dunstan, John Baragwanath, Anne-Marie Richards, Andrea Wrigley

**Sailing** – Pauline Draper, Alen Garrett, Andrew Purnell, Pat Street, Peter Watson, Ray Frith, Mathew Draper, Craig Begbie

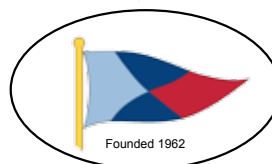
**Motor Boats & Angling** – Pauline Draper, Andy Chappell, Dave Blakemore, Peter Batty, Kevin Chambers, Terry Sheppard, Alen Garrett, Colin Willis

**Safety & Training** – Stan Jackson, Pauline Draper, Alen Garrett, Ray Frith

**Magazine** – Phil Seymour, Kevin Holt, Bob Sterling, Pauline Draper

# The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981  
Reg No 6155



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*Photos: Simon Pollard, Rhonda Buitenhuis, Kon Cili*

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

# Welcome from the Commodore



THE SUMMER SEASON has started and with winter behind us it is time to get out and enjoy boating and our excellent Club. I can't believe that I am into my second year, how the time flies. I have enjoyed being your Commodore over the past year and have had some excellent comments from many members. I have been delighted to have such a positive and hard working Committee and there have also been many volunteers who have pitched in to make events and the running of the club a pleasure. I am always delighted to meet members; if you are about and we haven't met, please come and say hello and introduce yourself. It's nice to put a face to the name on the members list.

The AGM has come and gone and this year it was a great event, once the business was over we had a enjoyable afternoon with drinks and finger foods celebrating the renovations of our club rooms. The AGM was followed by an official opening with our Bass Coast Mayor, Cr Neil Rankine. The day was well attended and everyone had a splendid time.

As you may be aware, our procedure for Committee is that members of the Committee nominate for a 2 year term. These positions are staggered so that each year some positions become available for members to nominate. Committee members can re-nominate to continue in their roles or they may choose to stand down after their term, as well, new members can nominate for these positions. It is important for the club that there is a line of succession, and members with the skill sets required for positions are identified and encouraged to assist in the running of the club.

Likewise we also have a group of sub-Committees whose job is to meet and make recommendations to the Committee. These sub-Committee members are selected by the person chairing the sub-Committees and each chair is a member of the main Committee. The people in these sub-Committees are also selected with their particular skills in mind. Again opportunities arise on the sub-Committees and it good to have members serve on a sub-Committee and then progress from there to the Committee. You can see all of these positions and the members who are on these various Committees in The Quarterly.

There are also many other volunteers who help in so many ways from running events, repairs and maintenance, electrical and plumbing or even coming along to new members days and social events to help meet and greet. This fantastic club was started by members donating their time and energy as volunteers and this trend is to be encouraged, so if you have skills and are prepared to put in, your efforts will welcomed and appreciated.

It is always difficult to single out members who volunteer their time and skills for fear of not giving everyone a mention. Take for instance the members who put a lot of effort into the servery recently. One generously donated the timber and then assisted Neville Cann in producing some superb benches and shelves. Next time you are in the club when the servery is open, please have a look at their work.

Craig Begbie is another member who has put his building skills to use and has been quietly repairing and fixing various areas around the club, also John Maddox has assisted with his plumbing skills. Pixie White is another member who volunteers her skills as scribe and minute taker for Committee meetings, Sue Padgett does the radio room as a volunteer, Andrew Purnell does the handicapping and represents us at Yachting Victoria. Peter Watson comes to new member's days and is our official meet and greet person, and the list goes on. As I said, I can't mention everyone but it's fantastic to have members who are prepared to give up their time and put in. Of course the Committee are also volunteers and give up a lot of time and energy and I would like to thank their partners who are behind them, supporting them in their roles.

I would like to thank the Committee members who retired from their positions at the AGM and on behalf of the members thank them for their time and efforts. We hope to see them around the club enjoying their new found spare time. I also congratulate and welcome the new Committee members and wish them well in their new roles.

If you feel you have skills and are interested in Committee, sub Committee or just volunteering your skills, there is plenty to do and your efforts will be appreciated. Hopefully by volunteering you will find it rewarding and also get more out of your club.

Positions coming up for election next year are: Commodore, Rear Commodore, Secretary, Social Secretary, Safety Supervisor, and Other Committee Member.

There are many activities planned for your enjoyment over the coming months from sailing, fishing, boating, as well as many social events. Join in the fun and fellowship and get the most out your club.

Happy and safe boating

*Peter Buitenhuis*



# On the Water

## with the Rear Commodore

*Pauline Draper*



WHILE THE WINTER PERIOD sees less on-water activities, there has been a lot of hard work taking place to make sure that we are ready for the summer season. Our club boat ND11 has had an anchor winch and a new GPS unit fitted. This will make life much easier for our volunteers in setting courses and running races. The fit-out of the new radio room is nearing completion. We have beautiful new chairs and blinds have been installed to cut the sun glare making it easier to monitor races. A few more cupboards and final touches will complete this task.

I am sure most of you have heard that we have removed fees for all on water activities. This includes all motorboat and angling events and sailing in both keelboat and trailerable divisions along with dinghies. This was done to promote participation in events so please come along and join in.

Our Winter Sailing Series was completed in early September. We only lost one race due to high winds and had, as always, some great sailing days with fantastic competition between the competitors. The results are elsewhere in the magazine or can be viewed on the website.

The Summer Series commenced on the last weekend in September. We have now completed three Aggregate series races with the races sailed in great conditions with exciting finishes. Both the Commodore's Cup and the first leg of the

Single Handed races were cancelled with weather fronts due during the afternoon. We have managed to reschedule the Commodore's Cup in February, please watch the calendar for the exact date.

We have also started our dinghy series with the first two races held on the 26th of October. While we only had four entries we still had some fierce competition in light winds. We hope to see more boats for the rest of the series. The Rosebowl Regatta was scheduled for the first weekend in December but as most of the sailors have other commitments on this weekend we are going to reschedule the regatta for a weekend in February. Please watch the calendar for the exact dates.

We have many activities planned for the Summer. Please don't forget the Club Picnic to the Quarry on the 3rd of January. This is always a fun day out. The Motor Boat and Angling Sub-Committee have a couple of cruises planned along with a family fishing day. Remember to weigh your fish in for the year round competition.

I hope everyone has a Safe and Merry Christmas

See you on the water,

*Pauline*

### Sailing Results

Event	First	Second	Third
Division 1			
Winter Series			
WINTER RACE 5 30 Aug 2014	Apricot Free Ken Stuhbery	Dark Knight Toby Leppin	Katana Matt Draper
WINTER RACE 6 13 Sept 2014	Katana Matt Draper	Dark Knight Toby Leppin	Deja Vu Chris Wilson
Summer Series			
AGGREGATE 1 27 Sept 2014	Dark Knight Toby Leppin	Katana Matt Draper	Circe Rob Wilson
AGGREGATE 2 25 Oct 2014	Dark Knight Toby Leppin	Laafin Kon Cilli	Solitaire Ray Hemmings
COMMODORE'S CUP 1 Nov 2014	Abandoned Due to High Winds To be rescheduled to February 2015		
SINGLE HANDED RACE 1 8 Nov 2014	Abandoned Due to High winds		
Dinghies			
AGGREGATE 1 26 Oct 2014	Trilby II Alen Garrett	Ebony Bob Stirling	Arrow Natasha Van Rennes
AGGREGATE 2 26 Oct 2014	The Joker Matt Stone	Trilby II Alen Garret	Arrow Natasha Van Rennes

# Dates to Remember

Date	High Tide	Low Tide	Event	Briefing	Start	OOD
<b>DECEMBER 2014</b>						
Friday 5	1105 - 2.53	1709 - 0.49	Sailabilty Day - Hansa Dinghies			Alen Garrett
Saturday 6	1213 - 2.52	1814 - 0.43	Rosebowl Regatta	1000	1100	Pauline Draper
Saturday 6	1213 - 2.52	1814 - 0.43	Christmas Dinner		1830	Kon Cili
Sunday 7	1315 - 2.54	1913 - 0.38	Rosebowl Regatta	1100	1200	Pauline Draper
Wednesday 10	1545 - 2.61	0941 - 0.82	Midweek Golden Oldies Race			Alen Garrett
Saturday 13	1744 - 2.55	1134 0.78	Committee Meeting		0900	Peter Buitenhuis
Saturday 13	1744 - 2.55	1134 0.78	Aggregate 4	1300	1400	Fubbs
Sunday 14	1822 - 2.51	1207 - 0.77	Boat Cruise - Gardiners Creek	930		Andy Chappell
Saturday 20	1013 - 2.39	1620 - 0.68				
Sunday 21	1119 - 2.37	1726 - 0.60				
Thursday 25	1529 - 2.69	0915 - 0.87	Christmas Day			
Friday 26	1622 - 2.75	1003 - 0.73	Boxing Day			
Saturday 27	1715 - 2.79	1111 - 0.60				
Sunday 28	1807 - 2.79	1137 - 0.50				
Wednesday 31	0754 - 2.81	1354 - 0.40	New Year's Eve			
<b>JANUARY 2015</b>						
Thursday 1	0838 - 2.70	1442 - 0.43	New Year's Day			
Saturday 3	1030 - 2.49	1637 - 0.51	Picnic at the Quarry	1100	1200	Pauline Draper
Sunday 4	1136 - 2.43	1742 - 0.53	Dinghy 4	930	1030	Pauline Draper
Saturday 10	1647 - 2.59	1036 - 0.78	Committee Meeting		0900	Peter Buitenhuis
Saturday 10	1647 - 2.59	1036 - 0.78	Double Handed Race	1200	1300	TBA
Sunday 11	1725 - 2.60	1110 - 0.73				
Wednesday 14	0715 - 2.70	1245 - 0.61	Midweek Twilight Racing			
Saturday 17	0833 - 2.53	1439 - 0.58	Aggregate 5/Triangular 1			Cowes
Sunday 18	0926 - 2.45	1532 - 0.58				
Saturday 24	1615 - 2.84	0945 - 0.60	Australia Day Cruise			
Sunday 25	1710 - 2.91	1035 - 0.44	Australia Day Cruise			
Monday 26	1802 - 2.94	1121 - 0.31	Australia Day Cruise			
Saturday 31	0901 - 2.57	1507 - 0.48	Aggregate 6 Half Phillip Island	1100	1200	
<b>FEBRUARY 2015</b>						
Sunday 1	0956 - 2.44	1603 - 0.59	Boat Cruise - Around French Is	930		Andy Chappell
Saturday 7	1551 - 2.59	0933 - 0.81	Committee Meeting		0900	Peter Buitenhuis
Sunday 8	1630 - 2.65	1009 - 0.72				
Saturday 14	0722 - 2.64	1325 - 0.48	Commodore's Cup	1000	1100	
Sunday 15	0801 - 2.57	1406 - 0.49	Dinghy 5 & 6	1100	1200	Pauline Draper
Saturday 21	1506 - 2.83	0830 - 0.66	Aggregate 7/Triangular 2	900	1100	Rhyll
Sunday 22	1606 - 2.97	0924 - 0.45	Dinghy 7	1400	1500	Pauline Draper
Saturday 28	0752 - 2.67	1352 - 0.41				
<b>MARCH 2015</b>						
Sunday 1	0835 - 2.53	1437 - 0.56				
Saturday 7	1447 - 2.56	0819 - 0.89	Committee Meeting		0900	Peter Buitenhuis
Saturday 7	1447 - 2.56	0819 - 0.89	Waratah Bay Ray/Cruise?			
Sunday 8	1531 - 2.67	0900 - 0.77	Waratah Bay Ray/Cruise			
Monday 9	1610 - 2.77	0939 - 0.66	Waratah Bay Ray/Cruise			
Wednesday 11	1723 - 2.86	1047 - 0.49	Midweek Twilight Racing			
Saturday 14	1915 - 2.79	1224 - 0.43	Aggregate 8/Triangular 3	900	1100	Newhaven
Sunday 15	1958 - 2.72	1300 - 0.45				
Saturday 21	1348 - 2.77	0700 - 0.74	Three Humps		900	
Sunday 22	1455 - 2.96	0804 - 0.52	Dinghy 8	1300	1400	Pauline Draper
Saturday 28	1942 - 2.88	1244 - 0.36	Single Handed 2	1100	1200	Ken Stuchbery
Sunday 29	0729 - 2.62	1324 - 0.52				
<b>APRIL 2015</b>						
Friday 3	1223 - 2.33	1817 - 1.11	Good Friday			
Saturday 4	1330 - 2.48	1918 - 1.07	Easter Saturday			
Saturday 4	1330 - 2.48	1918 - 1.07	Royal Childrens Hospital Appeal Breakfast and Easter Bunny		830	Kon Cili
Saturday 4	1330 - 2.48	1918 - 1.07	Ladies Race	1200	1300	
Sunday 5	1322 - 2.64	1908 - 1.01	Easter Sunday			
Sunday 5	1322 - 2.64	1908 - 1.01	End Daylight Savings			
Monday 6	1407 - 2.79	0719 - 0.73	Easter Monday			
Saturday 11	1717 - 2.97	1024 - 0.42	Committee Meeting		0900	Peter Buitenhuis
Saturday 11	1717 - 2.97	1024 - 0.42	Night Race	1700	1800	



## Committee Members 2014 - 2015



Peter Buitenhuis  
Commodore



Florian Andrighetto  
Vice Commodore



Pauline Draper  
Rear Commodore



Bob Sterling  
Secretary



John Baragwanath  
Treasurer



Kon Cili  
Social Secretary



Ray Frith  
Safety Supervisor



Alen Garrett  
Boating Secretary



Stan Jackson  
Training Officer



Andy Chappell  
Other Member



Phil Seymour  
Other Member & Quarterly Editor



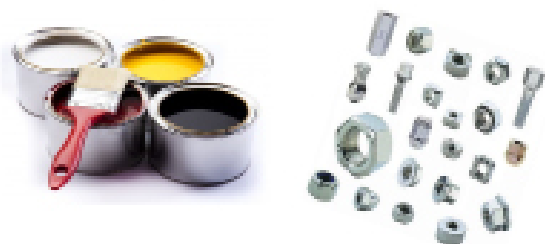
Derrick Kershaw  
Other Member

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- Sail making and repairs
- Marine electronics

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Website: [www.yaringa.com.au](http://www.yaringa.com.au)  
Email: [info@yaringa.com.au](mailto:info@yaringa.com.au)



# MARINA BERTH WAITING LIST – As at 28-10-2014

NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12
A. HUTHER	4/17/2009	5/18/2009							X
S. JACKSON	6/28/2010	7/10/2010					X		
P. DUNSTAN	11/20/2010	12/10/2010	X						
S. FLACK	RELISTED	4/1/2011		X					
D. THOROGOOD	RELISTED	4/1/2011	X						
T. BOSCHMA	4/1/2011	4/1/2011							X
S. BILALIS	6/19/2011	7/19/2011		X					
M. DIXON	7/3/2011	7/9/2011		X					
C. CAMPBELL	11/17/2011	12/19/2011	X						
C. ZAMMIT	12/11/2011	1/14/2012		X					
R. EDWARDS	1/14/2012	1/14/2012		X					
P. WELLS	1/8/2012	1/14/2012		X					
G.RUSSELL	1/14/2012	2/14/2012				X	X		
J. SELLERS	RELISTED	5/23/2012		X					
C. GORAL	RELISTED	6/8/2012		X					
P. YOUNG	RELISTED	7/31/2012		X					
G. TAYLOR	11/18/2012	12/12/2012	X	X	X				
T. PATKIN	12/12/2012	12/12/2012							X
D. LOWEY	12/13/2012	1/9/2013	X	X					
P. BENJAMIN	RELISTED	1/25/2013					X		
G. BIGGS	RELISTED	3/30/2013					X		
K. PRATT	RELISTED	4/19/2013					X		
M. ELLIOTT	4/27/2013	5/4/2013		X					
R. CARSON	RELISTED	5/20/2013	X	X					
C. DIGGINS	5/16/2013	6/8/2013		X	X				
A. DENMAN	RELISTED	6/14/2013	X	X					
D.MAWER	3/3/2013	7/13/2013		X	X				
G.BIRD	4/24/2013	7/13/2013	X	X	X				
D.SADLER	8/24/2013	10/12/2013	X	X	X				
K.GWYNNE	8/31/2013	10/12/2013					X		
M.SANDO	9/24/2013	10/12/2013		X	X				
P.WOOD	10/17/2013	11/9/2013	X						
J.REITER	RELISTED	10/22/2013			X				
A.RIGBY	10/30/2013	11/9/2013							X
A.McLEOD	10/31/2013	11/9/2013	X						
K.WOOLAN	11/10/2013	1/11/2014	X	X					
N.WHITE	11/27/2013	1/11/2014	X	X					
A.O'SHEA	RELISTED	1/11/2014			X				
R.MORGANELLA	12/7/2013	1/11/2014	X	X	X				
J.GROVES	1/11/2014	2/7/2014	X						
A.GLASS	1/13/2014	2/7/2014	X						
A.DEAR	1/12/2014	2/7/2014		X					
J.LEAHY	2/18/2014	3/8/2014	X	X					
C.NORTHOVER	RELISTED	3/25/2014	X	X	X				
S.PORTER	4/16/2014	5/10/2014		X	X				
G.RICHARDS	4/22/2014	5/10/2014			X				
S.BANN	RELISTED	4/22/2014			X				
IAN.HITCHINGS	4/11/2014	5/10/2014				X			
C.WARTNABY	RELISTED	4/30/2014		X					
R.PARKER	RELISTED	5/13/2014		X	X				
G.BOULD	RELISTED	5/17/2014					X	X	
D.LOWETH	6/25/2014	7/12/2014		X	X				
S.BELL	7/24/2014	8/9/2014		X	X	X			
D.FUNSLow	7/25/2014	8/9/2014					X	X	
G.BETT	9/2/2014	9/13/2014		X	X	X			
C.BAILEY	9/7/2014	10/11/2014	X	X					
R.HEMMINGS	10/25/2014	10/25/2014			X				



# NYS Social Scene

*Kon Cili*



DEAR MEMBERS AND FRIENDS,

The last three months were quite interesting and very active. Around the social scene first, I have to mention the Fund Raising Night on 29th of September which was a great night. Despite the fact it was Grand Final day we didn't have a problem to attract over 57 guests and broke the record in numbers by 16 people from last year. As the aim was to raise as much money for Variety the Children's Charity we have broken the other record collecting over \$4,600.00. The Auction was run by John Baragwanath and Geoff Coleman. They worked the crowd very hard and the final result was this new record. All the prizes were donated by local businesses from Newhaven, San Remo and Cowes. Variety the Children's Charity and the Foot Street Newsagency in Frankston also donated great prizes.

The other exciting news is that we have two new additions to the club, a BBQ on the club balcony and lounge suite in the top club room on the right hand side, next to the radio room (see photos). The new BBQ was fully tested on the very first Friday after arrival. More than 30 members and guests were there to celebrate this happy occasion. Both things were achieved by the hard work from the Social Committee whose vision for improvement around the club is high on their agenda. We are working hard to achieve maximum results. Our other project was the improvements to our servery. We now have a new bench in the servery, shelves for the glasses and a new sink. This is a great outcome for easier management and also it was a very important improvement for serving drinks by the glass. For this work the timber was donated and Neville Cann created magic with his carpentry work and made the superb new servery bench (see photos). It is important to mention that all the work was done free of charge.

Melbourne Cup was the other event organised by the Social committee. A Great afternoon and even better atmosphere. There was plenty of fun and very good attendance. Betting made some guests very happy and the losers will try their luck next year! Annalisa was running all the sweeps. Great job! Also there was serious part of the afternoon. We have raised over \$150 for the Movember cause (men's health) and the catch was to have a photo taken with the Social Secretary of the club - (yours truly.) Judging by the result it was a popular way to raise money. Around 5 p.m. everything was all over - until next year. The sad part of the day was that two horses died. The favourite and Caulfield Cup winner Admire Rakti from Japan faded on the track and later collapsed and died, while Araldo who finished seventh was put down after he broke his leg after he kicked the fence.

Members may recall that three months ago the Social Committee proposed price increases for light and full strength beers by one dollar. A proposal was put on the Club Committee agenda in November and it has been accepted. Wine prices will stay the same.

WiFi is now available at the Club. Be sure to ask for logon details.

Behind the scenes we have many members who are giving me a helping hand each time we have a function and for that I would like to give my biggest thanks.

Last of all I welcome two new members to the Social Committee, Ann-Marie Richards and Andrea Wrigley. I'm sure their input to the club will be of the greatest value.

*Kon*



*New additions to our clubroom: A wine glass rack for by-the-glass wine sales (top left), the BBQ and acceptance-test team (top right) and below is the new lounge suite*

*Jeff Shawcroft*

OUR VOYAGE THROUGH the Northern Bahamas had been a wonderful experience and it is easy to see why so many American cruisers spend the Northern winters there. The fabulous weather, crystal clear water and enticing cays that are only a few miles apart entice yachties to flock to this part of the world.

The Central and Southern Bahamas, however, are well to the South east and this is directly into the prevailing South Easterly Trade winds. This passage and the route down through the Caribbean is known as the “Thorny Path” due to the difficulty of working against the consistent trade winds and the North Westerly flowing Gulf Stream.

After, rather sadly, leaving the historic village of Hopetown we arrived at an anchorage called Little Harbour. Little Harbour is, as the name suggests, a tiny well protected bay. The water was clear and the beaches white and sandy. Sharing the bay were about five other yachts and as it was approaching happy hour, we jumped in the dingy and headed towards a cute open air bar on the beach. While on the beach we met a Canadian couple, Kim and Les. They owned a very nice Endeavour 43 and we all ended up back on board this lovely boat until quite late.

Early the following morning we departed, on what proved to be a rather challenging 100nm leg of our journey to the top of the Exumas Cay Chain. The Exuma Cays represent some of the best cruising in the Central Bahamas. It is a chain of small cays stretching for 120 miles and is situated 50 miles south of Eleuthera Island and 30 miles south east of Nassau. Like many of these cays, it has a deep ocean trench to the east and a shallow bank to the west. Sailing on the bank was comfortable as it was sheltered from the large Atlantic swells, but the shallow nature of the bank required constant attention to the depth over our course. This was later to become a serious problem on a voyage from Shroud Cay to Waderick Wells, as the 10 mile wide bank marked on the chart as having a depth of 3-4m turned into a bank of only 2m. depth. This would have been okay as we slowly made our way across, however at the very edge of this bank as we attempted to move into the deeper water, the north westerly moving current had formed a ridge about 50m wide with a depth of only 1.2 to 1.4m. Harmony, with a slightly shallower draft than ours managed to sneak across, but with our deeper draft we could not find a passage through this ridge. After skirting along the bank for a mile or so and after several failed attempts, we eventually

managed to find a gap and slipped across with next to nothing under the keel. A big relief, as the thought of backtracking 10 miles was not very appealing.



We had now entered the Northern Exuma Cays. The first 50nm. of our next leg presented no problems with a pleasant night spent at the wharf in the fishing village of Spanish Wells, So named as the Spanish galleons would stop here to take on water. It is also the port responsible for 70% of the lobster catch in the Bahamas. This town was not a tourist town but a very quaint

and historic fishing village. Both Jackie and I spent a couple of hours wandering around the town and chatting to the locals. The dilemma we faced the following day was; (i) Do we take the safe route, 100 miles with an overnight passage, or; (ii) Take the short route through the Current Cut and over the middle ground reef. This was a passage of only 50 miles. The cruising guide suggested that this route was possible if the timing with the tide was right and the passage through the reef was attempted after noon with the sun overhead and behind. After an early start, we arrived at the cut on schedule. This very narrow passage cuts about 10 miles off the trip but it is affected by strong currents that rip through the narrow



*In full flight. Note the asymmetrical spinnaker*



channel. Although we had arrived at what was supposed to be slack water, we could see large sharp standing waves and huge turbulence at the entrance so decided to bypass this hazard. We still had time to make the reef by early afternoon.

Our Navionics charts show rocks and coral heads as red squares with black crosses in the centre. The reef, with a width of fourteen miles, appeared on the chart as a mine field of red squares. Fortunately, the sun was overhead, the water clear and we had our eagle eye rock spotter, George, on the bow. With George's furious waving of hands and shouting "port" "starboard" we somehow managed to weave our way through 14 miles of reef, and much to every ones relief, we arrived safely at Allen's Cay where we dropped the anchor just before sundown. (We also had a few stiff drinks, especially George.)

One of the attractions at Allan's Cay is the large number of iguana's that can be seen strolling up and down the beach. These friendly and inquisitive creatures seem just as interested in looking at us as we are in looking at them. The guide suggests that you don't get too close and personal as they still know how to bite. They apparently live for about 80 years and lay about 10 eggs each breeding cycle.

Our next destination, Shroud Cay, part of the Marine and Land Park and wildlife sanctuary, has a large lagoon in the middle connected by a wide creek that connects the lagoon to the sea on one side and almost to the ocean on the other. George, Thelma, Jackie and I, jumped into the dinghy and set off to explore this fascinating waterway. The trip from one side of the island to the ocean beach on the other, took about 3

hours. The sun was warm and the water so clear you could see all the fish, we had a most enjoyable day.

Our next stop was a group of islands called Warderick Wells. The "wells" part of the name was due to the numerous deep rock chasms filled with clean fresh water. These were used by many of the old sailing vessels that passed this way hundreds of years ago. The ruins of stone dwellings and farm yards were visible but apparently these settlements were unsuccessful. Although water was plentiful, the soil was poor and the vegetation sparse.

Sandy Cay was our next stop. This place is quite famous for, would you believe, "swimming pigs". These animals assemble on the beach and wait for passing sailors to bring them a snack, carrots being a favourite. Once they spot the dinghy they swim out to meet it. They range in size from little

squealers to big fat honkers. Although they are not aggressive, they may attempt to board the dinghy, so you don't get too close and personal.

Our last stop for the day was another very interesting place called "Staniel Cay" This place was the location of the movie set in the James Bond film "Thunderball". We arrived mid afternoon and anchored within dinghy distance from the Staniel Cay Yacht Club bar. Our crew members, George and Thelma were due to return home the following day so we all had drinks at the bar followed by a combined dinner with the Harmony crew. The following morning we said our farewells to George and Thelma as they caught a taxi (The yacht club's golf cart) from the yacht club to the airport.

We had read some interesting info on the Thunderball grotto. Named the Thunderball Grotto after the James bond movie "Thunderball" had used it as a feature in some of the scenes, this amazing natural wonder is a huge hollow cavern inside a rock island. It can only be accessed by diving through one of two underwater passages and then surfacing inside the grotto. Once inside this massive dome, a series of holes in the ceiling, allow brilliant shafts of light to enter the space. This gives the grotto an eerie glow and also illuminates the

hundreds of fish swimming in the clear water. These fish are totally unfazed by the divers. Many visitors to the grotto bring rice or fish pellets to feed them so they seem to come up and say "where's mine?"

Our passage through the Cays was now almost complete as the last 20 miles on the inside of the bank was too shallow to navigate. This required an ocean leg down to Georgetown on Great Exuma Island. Although the Bahamas extend another 200

miles further south, Georgetown is normally the last stop for even the more hardy Americans as there are greater distances between these more remote islands. The route south is also in the Atlantic ocean with its large westerly swells and is directly against the prevailing wind and current. An extract from the Waterway Guide reads as follows:

*"Caribbean voyagers commit to serious blue water passages with Atlantic swells and waves, few safe havens and little resources available until the Turks and Caicos. Perhaps unfairly, Georgetown is known as "Chicken Harbor" as many bound for the Caribbean found their passage less than pleasant and returned to Georgetown to venture no farther. Vessels are lost in these waters every year."*



...continued on page 26



# Road trips with Andiamo

Malcolm MacArthur

*One aspect of owning a trailer sailer is the trailing half of the name. In his journeys to FNQ, Malcolm suggests a less direct route could add to the adventure. Or maybe not.*

**G**OOD COMPANY at Airlie Beach's Whitsunday Sailing Club and on the water, the islands, and the warmth during the time of southern cold are a magnet to many a sailor. But it goes further than that. The lure of a myriad exciting new places to explore has already seen me making twelve exciting sorties to FNQ (Far North Queensland.)

After weeks of preparation which we won't go into in detail for fear of burning our cabbages twice (a lot of this has been covered in previous articles) it is time to select the route North. There are some interesting alternatives. The Newell— everybody's been there, up the Hume to Seymour, then Shepparton, Tocumwal, Narrandera, Wyalong, Forbes, Dobbo, Narrabri, Moree, Goondawidi, Chinchilla, Taroom, and on to Rockhampton where you are more than half way with two-and-a-bit tons of 22 foot t.s. on the back. It's a good haul and still plenty to come. Rocky to Mackay 400 odd kilometres then Proserpine, and finally at Airlie— you are there. Six days on the road, stopping overnight only in council, Apex, Lions, and the like facilities. There are many that allow a 24 or 48 hour free stopover. Andiamo is a caravan on the road (a great one with head clearance below decks and of course a great little sturdy cruising yacht to boot). I suggest dear reader, if you can be bothered, to get out an Australian map and contemplate some of the alternate tracks.



Consider year 2011 (needs a book by itself and if there appears interest I will attempt to prepare further stories) when I journeyed to Cooktown via the Kidman Way. Starting at Cowes the first leg was to Jerilderie then to Bourke, on to Blackall, Barcaldine, Charters Towers, Clark River, and bypass Cairns along the new road to Cooktown (where the great navigator saved his ship and his crew.)

2014 Airlie Beach. Was to be for 3 months but I got sick of my own company and came home 3 weeks early. This trip was achieved by following what now called The Great Inland Way. Out west at Cunnamulla where the locals stare at the old fool with the yacht and say "d'ont know where you're gunna find water for that— hasn't been rain for three years".

There were more trips each of about three months duration (not in chronological order) –

Cowes to Bundaberg then out to Lady Elliot coral cay (fantastic) then Lady Musgrove and 1770.

Cowes to Cardwell, around Hinchinbrook, Orpheus and the Palm Island— did not land.

Fraser Island and the Great Sandy Strait then on up to Airlie to R&R.

Maybe more later, although at 84 I am finding the two-finger productions a bit tiresome.

Cheers,

*Maca*



Airlie Beach and Whitsunday Sailing Club



Dinner time – roughing it on Andiamo



# Vale Arthur Foster

A NUMBER OF SQUADRON MEMBERS travelled to Leongatha to attend the memorial service of a Past Commodore Arthur Foster, who died on 19th July at the age of ninety three.

Arthur served on committee for many years; becoming Vice Commodore in 1980, Commodore from 1981 to 1986 and was awarded Life Membership in 1987.

He was born and raised in Leongatha where he served his mechanic's apprenticeship prior to enlistment in the Australian Army during the Second World War. It was during that time when stationed in the Northern Territory that he met his future wife Ethel. Following their marriage the young couple settled back in Leongatha and established a successful agricultural contracting business. In 1964 they purchased a farm in the region named "Wontara" where they ran a registered seed potato growing business and grazed beef cattle. These were very busy years when they developed the farm into a successful rural enterprise. Nevertheless, as the attendance at the memorial service of members and office bearers from a number of service organisations attested Arthur and Ethel still found time to be actively involved in the South Gippsland community.

Arthur maintained a strong interest in boats and fishing throughout his life and became an active member of the Squadron in the 1970's. During that era a number of memorable Squadron social functions were held at "Wontara" with chartered buses transporting members from the clubhouse and return.

After the sale of "Wontara" they retired to San Remo in 1979 and Arthur was in a position to devote more time to the Squadron. Supported by Ethel his term as Commodore coincided with a period of continuing development of the marina and the clubhouse. However, it was his relaxed sense of good humour, ready smile and general ease with people that endeared him to many.

Arthur and Ethel owned a number of boats including a fine example of a Lacco 26' motor cruiser which they acquired in Port Welshpool. The delivery trip to bring "Viking" from Welshpool to her new home in Newhaven took on epic dimensions.

In addition to Arthur the delivery crew included two other former Commodores in Bert Smith and Bill Moat. Initially they had a comfortable passage to Refuge Cove where they spent the night. Early the next morning

they ventured further south and then around the southern point of Wilson's Promontory to set a westerly course to Newhaven. Some distance into that leg conditions rapidly deteriorated such that they were heading directly into heavy oncoming seas. At one stage a wave hit the vessel pushing the whole superstructure some millimetres further aft, stove in a window and in the process drenching Arthur who was "down below". They had no option other than to press on and I understand that Bill, a professional fisherman of many years standing never left the helm from the Wilson's Promontory lighthouse until they were safely berthed in the marina.



*Arthur George Foster  
2<sup>nd</sup> February 1921 – 19<sup>th</sup> July 2014*

After losing Ethel Arthur remained in their home for a further eighteen years whilst still maintaining his strong links with the Squadron and was a regular attendee at the "10am Coffee Club" held on the lower deck. I believe that the last Squadron function he attended was the 50th anniversary celebration in February 2012. Arthur also maintained his connections with Leongatha, regularly visiting the RSL which he had also served on committee and as president.

As a measure of his enduring popularity Arthur had a steady stream of members visit him at "Melaleuca Lodge" in Cowes where he relocated to in October last year.

Arthur was one of the last of a generation of members whose lives mirrored the defining events of the twentieth century and who amongst other things went on to develop a yacht club on the shores of Western Port Bay and to whom we are all greatly indebted in so many ways.

*Matt Ingham*

# Around the Club - Volunteers at Work



*A well-earned break*



*Generosity by members who brought their own heavy machinery enabled much needed work to be accomplished. Peter Ashley and assistant Russell brought a chipper that was put to good use.*



*Men at Work... Mal and Ed blast the marina*



*Honorary OOD is impressed*



## Flare Demonstration



OUR SAFETY OFFICER, Ray Frith organised a flare demonstration for members on the evening of Saturday 25th October. The demonstration was resourced by Drew Marine who made the necessary arrangements, provided the flares and organised for Peter Donaldson (pictured) to run the information session and flare demonstration.

Peter, assisted by his son Anthony, did a great job of showing us the safe way to ignite flares. He explained clearly the folly of keeping and using out-of-date flares first. He also reminded us of the importance of showing our visitors where flares and other safety equipment are stored on our boats. Also, he gave us many other safety tips. The actual flare ignition was managed very safely.

All participants were grateful for the chance to ignite flares in such a safe controlled setting.

*Alen Garrett*



*Preparing for the hungry workers*



*I hoe, it's off to work I go. Sorry. Couldn't resist that!!*



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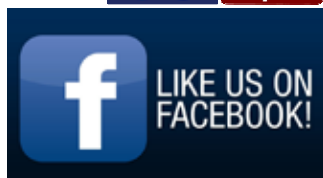
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# Boating Secretary's Report

Alen Garrett



## VHF Radio Seminar

Our recent VHF Radio Seminar was well appreciated by all the participants who improved their knowledge and ability in this aspect of our boating. The correct use of VHF radio is an important part of the NYS Effective Rescue Procedure. We should set a good example in order to maintain effective radio communications in an activity that is mostly self regulated. The outcome of our discussion was enhanced by the experience and input from Neil Beddoe. A reminder to speak across the microphone rather than into it, speak; calmly, clearly and deliberately. These are the key aspects we considered.

**Low Power**— as a courtesy to all uses of the VHR radio system set the transmit power to “LO”. This will ensure that any messages we wish to communicate don’t clog up the system. Some radios default to “HI” when you return to channel 16. Importantly, if you are making an emergency transmission then use high power.

**Abbreviated Calling Regime**— once communications have been established it is not necessary to say names three times. This is particularly applicable for an event where a working channel (say 73) is being used. For example;

*“VJ3ND – this is Happy-Boatie wishing to sign on.”  
“Happy-Boatie this is VJ3ND. How many POB?”*

**Repeaters**— are useful to extend range. They allow communications to Coast Stations for emergency calling, position reports and weather information. Generally only Coast Stations monitor repeater channels. We have found repeater channel 21 useful in the Around Phillip Island race, where all participants and VJ3ND have stayed on channel 21. Be aware that, unless you use dual watch, you are not monitoring the emergency channel 16 while on channel 21.

Reading through the Australian Maritime College VHF Radio Operators Handbook <https://www.amc.edu.au/handbooks> will provide many of the answers to any other concerns on effectively operating VHF radios.

## Sailability

We are pleased to report that NYS Sailability recently received a \$1000 grant from Bass Coast Shire Council. At the meeting to receive the grant, Mayor Neil Rankine said that the BCSC was grateful for community-minded groups contributing in the ways that we do. This grant will go part way to purchasing a set of life-jackets for the NYS Sailability program. We had a magnificent response from members in supporting the Sailability program held earlier this year, and this has encouraged us to further develop Sailability at NYS.

Weather permitting, two of these programmed events have just taken place; Friday 21 November, where NYS members took out students from local special schools in marina based boats, and Friday 5th December, when GippSport and Yachting Victoria used our facilities to give Special School Students experience in sailing the Hansa dinghies. We are hoping that this type of program will develop significantly at NYS going into the future.

We have now met up with other clubs running Sailability Programs, having attended our first Sailability Victoria meeting. There are 22 Sailability programs in Victoria which cover a wide gambit of boating experiences. We are adding to this spread with our own unique NYS Sailability Program.

Our last NYS Sailability activity for this year will occur on Wednesday 10th December when we will hold our Golden Oldies race. Members and friends who have reduced their boating activities due to age and ill-health will participate in one of our Wednesday twilight races. We really hope this will have a positive impact on our club where we care for our older members. Yachting Victoria is supporting this event, along with the one on Friday 5th December, as part of Discover Sailing Week. We have received a grant to subsidise an evening meal and purchase more lifejackets.

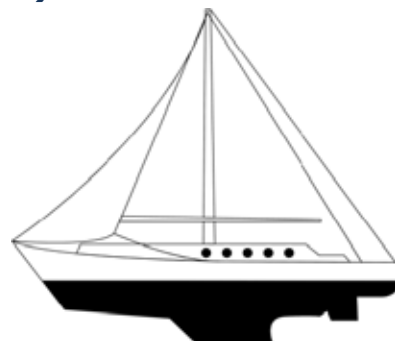
*(Alen Garrett and Stan Jackson are the NYS Sailability coordinators)*



*Sailability - (Left) Alen talks to the kids (Centre) Returning from their sail (Right) Lunch on the lawn*

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# Welcome Aboard



---

Geoff & Lynette Makin

---

---

Stat and Anne-Marie Konstantopoulos

---

---

Mike & Gail Fincher

---

---

Gerry and Daniela Cervasio

---

*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.*

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# Motorboat and Angling News

Andy Chappell



**W**ELCOME TO SUMMER – and get ready to hit the water! Just recently we ran the annual 24-hour snapper competition which runs from 5pm on the Friday till 5pm on the Saturday. You can see below a photo of this year's winner Richard Blakemore with his dad 'Pommy Dave' Blakemore who very kindly runs our fishing comps. The snapper weighed 3.42kg.

Thanks also to Terry Sheppard and Pier 8 at San Remo for supplying the prizes.



Richard and 'Pommy Dave'

The **All Year Round Fishing Competition** rolls from May to May each year and is proudly sponsored by Regal Marine. The rules are shown in the clubrooms and elsewhere in this magazine and a range of species are included.

## STOP PRESS!!

- **ALL FISHING COMPS NOW FREE TO ENTER FOR ALL MEMBERS and**
- **MEASURE BY LENGTH (NOT WEIGHT) NOT STARTING TILL 2015**

We have had a few teething problems on moving over to the measure by length system to enable those catching the big fish the option to photo and release these oldies of the sea that may be 30 years old. Photo and release contributes to keeping future fish stocks up. However we are looking into the best measuring mats to recommend to you which will be included in the next magazine.

Of course the option will still be there to bring your catch in and measure its length at the clubrooms and have it signed off by a member.

Our next **FISHING DAY IN THE MARINA** is scheduled for Sunday April 5th (Easter Sunday) starting at 1pm. Great opportunity to fish in the normally 'out of limits' club marina, take in a coaching session from an expert and



Fish measurement chart

use club facilities such as the BBQ which adds up to a great afternoon by the water. Bring along the kids, partner or a mate to have a go!

Finally I am pleased to welcome Colin Willis to our Sub-Committee who all wish you a fun and safe times on the water.

Cheers,

Andy

## NYS "CRUISE-ADERS" RULES OF PARTICIPATION

1/. All boat skippers must sign on at the briefing at the start of the activity and sign off on return. 10 minute only "late" allowance at briefing. We usually have a tide to catch somewhere.

2/. Minimum 27 meg radio compulsory, preferably VHF. Channels advised at briefing, listening watch to be maintained at all times. "Buddy" radio system permitted if only 27 meg fitted, we will pair you with a boat with VHF. Please note: **No radio, no cruise.**

3/. Departure arrangements post briefing - All boats to proceed from marina, north up San Remo channel to Red port hand marker, (AKA Top light), for marshalling and official count.

4/. BYO lunch, drinks and "toilet arrangements". There are no restrooms out on the water (Andy's comment – sorry about this!)



# *IT'S ON AGAIN!* **THE FRENCH ISLAND RUN**

**8.45 am SUNDAY 1<sup>st</sup> FEBRUARY, 2015**

*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. 8.45am 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 VHF radio 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 to 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/. **INTERESTED PARTICIPANTS MUST PRE-REGISTER ( to [motorboating@nys.org.au](mailto:motorboating@nys.org.au) )**

Phone enquiries to ‘Cruisemaster’ Kevin Chambers **0418 127 748** (We need email addresses and mobile numbers on record – also to keep in touch for ‘spot cruises’) If you sign up for this cruise and need to cancel, no worries, please advise us minimum 48 hours in advance.

## **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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# Clubhouse News

*Florian Andrighetto*



VERY WARM GREETINGS to all as I write my first article for Clubhouse News.

Firstly can I thank those who have encouraged me (make that pressured) to take on the position of Vice Commodore. I hope their faith in me is justified as I try to do my best to maintain the high standard which has been set by previous holders of this office.

That brings me to my predecessor Kevin Holt. Kevin raised the bar to such an extent that I can only hope that I can go close to the standard he set. He steered the club through an exhaustive major building project, the result of which is clearly there to be seen. He not only steered the club but he also donated a great deal of his valuable time in the process. Not only was he intricately involved in the planning, he personally dealt with the contractors and sub-contractors throughout the various stages of the works. He was of course supported by the hard work and involvement of many others who also deserve high praise for their unselfish contributions. Although the clubrooms was the major project, we should not forget Kevin's leadership in the replacement of the old cradles, the new shedding in the boat yard and the maintenance work on the marina. A mammoth effort by Kevin whose work continues, even as I write this article, he assists me in organising various aspects of the forthcoming working bee. I'm sure that the NYS community join with me in sincerely thanking Kevin (and the wonderful Cath who stands behind him), for his remarkable contribution as Vice Commodore and wish him many more years of enjoyment around the club as a not so 'ordinary' member.

Since the last Quarterly, the clubrooms have been officially opened by the Mayor of Bass Coast Cr Neil Rankine following the club's AGM on Saturday 11 October. The renovations looked fantastic as were the refreshments organised by the Social Committee after the meeting.

One of our members kindly donated some beautiful Mountain Ash timber and Neville Cann who did a magnificent job turning it into a very attractive addition to the servery. Make use of it as it is there for your convenience and enjoyment.

Some of you will have noticed that the arms and fingers of the marina have taken on a fresh look. Our thanks go to Ed Green who spent a week of his valuable time cleaning down the entire marina with his pressure wash machinery. Thank you Ed for your contribution and I know it won't be your last.

As happens in so many organisations there are always a few who tend to contribute far more than expected to the benefit of the many. Some feel that they don't have the skills or the time to donate to the club and that will be the case for the majority. But there will be many opportunities for club members to contribute in other ways where specialised skills are not needed such as attending working bees as just one example.

As for the future, I am keen to make some minor changes, hopefully for the better, involving the organisation and control of the haul-out schedule and work practices in the boat yard. Another issue which has recently arisen is the co-ordination and management of regular and emergency maintenance, particularly involving the marina. I will be taking these issues to the next meeting of the Sub-Committees and will keep you informed of progress in my next article.

As Vice Commodore my responsibilities involve the maintenance of buildings and the marina. If you have any suggestions which you believe may improve the way things are done in these areas, please contact me on [vicecommodore@nys.com.au](mailto:vicecommodore@nys.com.au) or ring me to discuss. It is also important that members can be contacted on short notice and for that purpose, if you have not done so already please send an email to the secretary [secretary@nys.org.au](mailto:secretary@nys.org.au) with your email address, contact phone number and your occupation or special area of interest, so that your details can be updated. That way if something urgent comes up needing a few extra hands (or special expertise), we can send out an SOS quickly so that those who may be free and willing to assist can do so.

Happy boating and hope to see you around the club often.

Cheers,

*Florian*

## ***Some important points to remember when submitting photos for the Quarterly***

As a guide, the file size should be above 2 megabytes for a reasonable print. Anything less results in a tiny picture or a very grainy larger one.

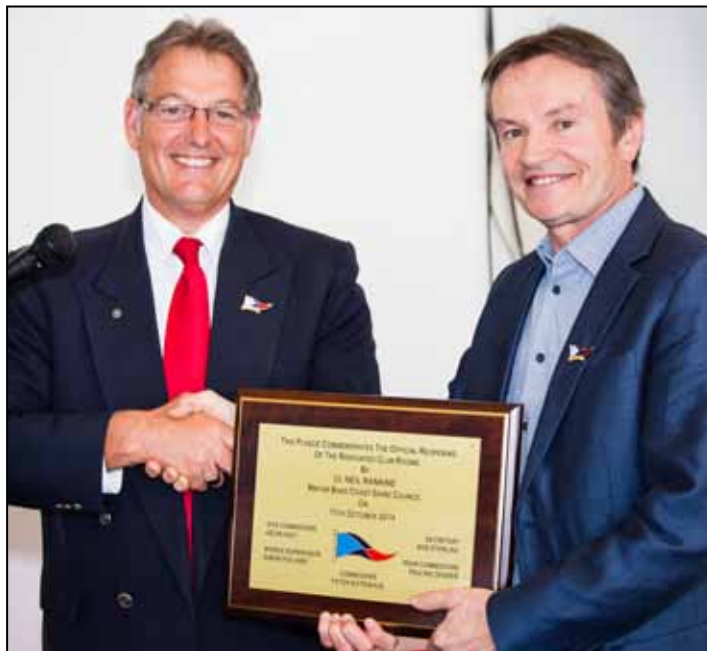
Set your camera to take high resolution photos, and when submitting a photo please include information about who or what is in the picture.

*The Editor, NYS Quarterly*

# Events around the Club



*A well-attended AGM was followed by the official opening of the renovated clubrooms*



*Cr Neil Rankine and NYS Commodore Peter Buitenhuis with the commemorative plaque for the renovated clubrooms.*



*Ian Jemmeson is recognised for his invaluable work compiling the Club archives*



*Melbourne Cup Day at NYS*



*Opening Day saw a great turn-out for the sail-past, with some crews spending hours preparing their boats. Above is Kon Cili and his barbarous lot while Don Johnstone's Lizzy's 2 (front cover) stole the show and (we believe) sent the Russian fleet running back home*



*Commodore Peter Buitenhuis takes the salute*



# Club Safety Report

## Testing your inflatable PFD

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

So we buy our PFD blythely glance at the manufacturer's blurb and stow them away in a convenient locker. Yes, we note that an inspection is required in twelve months, but that's in the distant future so we "remember to forget about that"! It seems like an unnecessary expense.

**BE WARNED!** If inspected by water police and certification is not current then you could be fined.

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

## Self service and inspection of PFD

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

1. Visually inspect buoyancy bladder, straps, clips, CO<sub>2</sub> cylinder for wear, damage or rust.
2. Inflate bladder by mouth, leave for 12 hours in stable temperature (20°C) and if no apparent loss in pressure it will pass.
3. Weigh CO<sub>2</sub> cylinder with electronic scales to check that weight stamped on cylinder has not changed (the NYS fishing comp. scales work well.)
4. Check manual firing mechanism works correctly. Replace the little green arming clip. For automatic inflation PFDs the firing mechanism has a lifespan of 3 years then must be replaced.
5. Record details on a copy of the manufacturer's certificate that you downloaded.
6. Re-pack bladder etc. in jacket as per instructions.

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

As I write this article I have been testing my four PFDs and you know what? They all passed. This requirement is too important to ignore, so get to it and you will quickly become an expert.

### References:-

[www.marlin-australia.com.au](http://www.marlin-australia.com.au)  
[www.burkemarine.com.au/service.phd](http://www.burkemarine.com.au/service.phd)  
[www.bargainboatbits.com.au](http://www.bargainboatbits.com.au)

Ray Frith



Rosemary, Cathy, Mim and Marianne enjoy a champers after the AGM



Craig Baker and Sue Padgett after attending Yachting Victoria Yacht Management course



Sailability: Dean brushes up on radio skills aboard Laafin



Working Bee: One wonders which is the wacker!



Wednesday afternoon racing returns

Georgetown is a safe, large harbour situated between Exuma island and a ring of cays one mile to the east. At the peak of the sailing season, "Snowbirds" as these southerly migrating yachties are known, number up to 700 yachts. It has the highest number of cruising visitors in the Bahamas.

With Cruising Regattas, talent shows, volley ball, the coconut challenge and lots of other stuff (a fabulous beach bar), Georgetown has a lot going for it. As it was to be Jackie and Yvonne's last days on the boats we certainly made the most of what Georgetown had to offer. Spear fishing on the reef, sundowners at the yacht club and Jackie's favourite, shopping at the butchers. We had been told that the butcher shop which was five miles out of town ran a free pickup service for customers wanting to pick up meat. On our arrival at the designated time and place we expected to see a small mini bus. After a minute or so a big Ford ute pulled up and 15 shoppers piled in the back, including us. It was a very social event as most of the passengers were yachties. On the return trip, the ute was followed by the local police car who seemed totally unfazed by the site of a ute load of shoppers (can you imagine the response from our boys in blue?)

Now that the girls had returned to Australia, it was time to leave the comfort of this cruisers' haven and face the big blue ocean. Florian was now on his own and just Glenn and I on Capriccio. The "Thorny Path" was only just beginning, over one and a half thousand miles against the wind and a deadline to be in the Turks and Caicos islands to pick up Florian's new crew. Somehow I think the girls knew when to abandon ship!

Jeff



Harmony - with blue skies and blue waters



## The Newhaven Yacht Squadron Inc.

Founded in 1962

### Schedule of Fees 2014 – 2015

Effective from 1 October 2014

Annual subscription -Social Member	55.00
Annual subscription -Absent Member	30.00
Annual subscription -Junior Member	15.00
Annual subscription -Crew Member	95.00
Entrance (Joining) Fee – New Member	280.00
Key & Access Tag – Deposit (Refundable)	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	44,500.00	475.00
-12.00 metres	57,500.00	540.00
Key deposit -Marina (casual)		30.00

#### Maintenance Yard

Tractor -Member per retrieve & launch	95.00
Tractor-non-member per retrieve & launch	160.00
Trailer -Member per use	80.00
Trailer –non-member per use up to 2 weeks	150.00
Trailer –non-member additional charge per week or part thereof	140.00
Jet cleaner -Member per use	35.00
Jet cleaner –non-member per use	50.00
Gantry -Member per use	30.00
Gantry –non-member per use	60.00
Maintenance yard occupant-Member weekly after 3 weeks	65.00
Maintenance yard occupant –non-member per week	230.00

#### Casual Marina berths

Member -day (daily charges not to exceed the weekly rate)	25.00
Member –week	105.00
Waiting list Members -month	155.00
Visiting club member -day (daily charges not to exceed the weekly rate)	30.00
Visiting club member -week	145.00
Other visitors -day	50.00
Other visitors -week	260.00

#### Storage

Dinghy rack fee -annual	50.00
Dinghy in lawn area -seasonal	25.00

#### The Newhaven Yacht Squadron Inc

Seaview Street Newhaven Vic 3925 - PO Box 309 San Remo, Vic 3925

Ph: 03 5956 7515 Fax: 03 5956 6127 Email: [secretary@nys.org.au](mailto:secretary@nys.org.au)

## UPDATE YOUR DETAILS

Please remember to let us know when you change your address, your 'phone numbers or email address.

Send an email or letter with the new details to the Secretary and we will be able to correctly maintain the Club's records.

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

Mail: The Secretary  
PO Box 309  
San Remo VIC 3925



# TIDES FOR WESTERN PORT (Stony Point)

For Newhaven – Subtract 30minutes for AEST

DECEMBER 2014				JANUARY 2015				FEBRUARY 2015				MARCH 2015			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0111 0.59 0758 2.86 MO 1348 0.62 2028 2.61		<b>16</b> 0110 0.87 0744 2.70 TU 1344 0.75 2016 2.43		<b>1</b> 0244 0.91 0908 2.70 TH 1512 0.43 2224 2.67		<b>16</b> 0202 1.03 0821 2.62 FR 1426 0.59 2128 2.51		<b>1</b> 0412 1.13 1026 2.44 SU 1633 0.59 2356 2.58		<b>16</b> 0308 1.14 0921 2.49 MO 1527 0.52 2251 2.56		<b>1</b> 0250 0.97 0905 2.53 SU 1507 0.56 2216 2.58		<b>16</b> 0158 1.00 0809 2.57 MO 1410 0.49 2116 2.66	
<b>2</b> 0201 0.75 0842 2.76 TU 1437 0.60 2132 2.59		<b>17</b> 0148 0.99 0817 2.62 WE 1420 0.75 2107 2.41		<b>2</b> 0340 1.05 1000 2.59 FR 1606 0.47 2327 2.67		<b>17</b> 0247 1.15 0903 2.53 SA 1509 0.58 2227 2.52		<b>2</b> 0517 1.20 1130 2.35 MO 1738 0.67		<b>17</b> 0409 1.20 1027 2.43 TU 1631 0.56		<b>2</b> 0341 1.09 0955 2.39 MO 1559 0.71 2313 2.50		<b>17</b> 0245 1.05 0900 2.50 TU 1500 0.56 2215 2.61	
<b>3</b> 0257 0.91 0931 2.66 WE 1531 0.57 2241 2.62		<b>18</b> 0232 1.12 0857 2.53 TH 1502 0.74 2205 2.42		<b>3</b> 0445 1.15 1100 2.49 SA 1707 0.51		<b>18</b> 0342 1.24 0956 2.45 SU 1602 0.58 2333 2.57		<b>3</b> 0100 2.61 0630 1.20 TU 1242 2.31 1845 0.69		<b>18</b> 0002 2.60 0524 1.20 WE 1147 2.42 1749 0.58		<b>3</b> 0441 1.17 1058 2.28 TU 1701 0.83		<b>18</b> 0343 1.08 1008 2.46 WE 1604 0.65 2324 2.60	
<b>4</b> 0401 1.04 1030 2.58 TH 1633 0.54 2351 2.70		<b>19</b> 0325 1.24 0945 2.45 FR 1551 0.72 2311 2.47		<b>4</b> 0030 2.72 0555 1.19 SU 1206 2.43 1812 0.53		<b>19</b> 0447 1.30 1100 2.40 MO 1708 0.56		<b>4</b> 0200 2.67 0737 1.13 WE 1349 2.35 ○ 1947 0.68		<b>19</b> 0115 2.70 0645 1.09 TH 1313 2.51 ● 1908 0.54		<b>4</b> 0016 2.47 0550 1.19 WE 1212 2.25 1814 0.89		<b>19</b> 0455 1.06 1132 2.47 TH 1724 0.72	
<b>5</b> 0515 1.11 1135 2.53 FR 1739 0.49		<b>20</b> 0428 1.32 1043 2.39 SA 1650 0.68		<b>5</b> 0133 2.79 0705 1.16 MO 1313 2.42 ○ 1914 0.52		<b>20</b> 0044 2.66 0604 1.28 TU 1217 2.41 ● 1821 0.51		<b>5</b> 0252 2.74 0835 1.03 TH 1448 2.43 2041 0.66		<b>20</b> 0221 2.82 0758 0.89 FR 1430 2.66 2018 0.48		<b>5</b> 0119 2.50 0700 1.13 TH 1326 2.31 1921 0.89		<b>20</b> 0037 2.64 0616 0.94 FR 1300 2.58 ● 1848 0.72	
<b>6</b> 0058 2.81 0629 1.11 SA 1243 2.52 ○ 1844 0.43		<b>21</b> 0019 2.59 0541 1.33 SU 1149 2.37 1756 0.60		<b>6</b> 0230 2.86 0808 1.08 TU 1415 2.45 2011 0.51		<b>21</b> 0151 2.80 0719 1.17 WE 1333 2.49 1931 0.43		<b>6</b> 0337 2.80 0923 0.92 FR 1538 2.52 2127 0.65		<b>21</b> 0319 2.93 0900 0.66 SA 1536 2.83 2119 0.44		<b>6</b> 0215 2.57 0800 1.02 FR 1427 2.42 ○ 2018 0.85		<b>21</b> 0146 2.74 0730 0.74 SA 1418 2.77 2002 0.67	
<b>7</b> 0200 2.93 0736 1.05 SU 1345 2.54 1943 0.38		<b>22</b> 0124 2.74 0652 1.27 MO 1259 2.42 ● 1900 0.49		<b>7</b> 0321 2.92 0903 0.99 WE 1508 2.50 2100 0.50		<b>22</b> 0251 2.93 0825 1.00 TH 1444 2.61 2034 0.35		<b>7</b> 0415 2.84 1003 0.81 SA 1621 2.59 2207 0.66		<b>22</b> 0412 3.01 0954 0.45 SU 1636 2.97 2214 0.43		<b>7</b> 0301 2.65 0849 0.89 SA 1517 2.56 2106 0.81		<b>22</b> 0248 2.84 0834 0.52 SU 1525 2.96 2105 0.62	
<b>8</b> 0256 3.03 0835 0.97 MO 1442 2.57 2035 0.35		<b>23</b> 0224 2.90 0756 1.16 TU 1403 2.50 1959 0.38		<b>8</b> 0405 2.96 0949 0.91 TH 1556 2.54 2145 0.52		<b>23</b> 0345 3.04 0923 0.80 FR 1546 2.74 2132 0.31		<b>8</b> 0449 2.85 1039 0.72 SU 1700 2.65 2243 0.68		<b>23</b> 0500 3.04 1044 0.28 MO 1730 3.05 2304 0.45		<b>8</b> 0341 2.72 0930 0.77 SU 1601 2.67 2145 0.79		<b>23</b> 0344 2.91 0930 0.33 MO 1624 3.10 2200 0.59	
<b>9</b> 0345 3.07 0926 0.90 TU 1531 2.60 2122 0.36		<b>24</b> 0317 3.03 0853 1.02 WE 1503 2.60 2054 0.30		<b>9</b> 0444 2.96 1030 0.84 FR 1638 2.57 2226 0.56		<b>24</b> 0436 3.10 1015 0.60 SA 1645 2.84 2226 0.32		<b>9</b> 0519 2.85 1112 0.64 MO 1736 2.69 2316 0.70		<b>24</b> 0544 3.04 1130 0.17 TU 1821 3.07 2352 0.51		<b>9</b> 0415 2.76 1006 0.66 MO 1640 2.77 2222 0.77		<b>24</b> 0432 2.95 1019 0.20 TU 1716 3.18 2249 0.59	
<b>10</b> 0429 3.07 1011 0.85 WE 1615 2.61 2206 0.40		<b>25</b> 0408 3.11 0945 0.87 TH 1559 2.69 2146 0.26		<b>10</b> 0516 2.94 1106 0.78 SA 1717 2.59 2302 0.61		<b>25</b> 0522 3.11 1105 0.44 SU 1740 2.91 2316 0.37		<b>10</b> 0547 2.84 1144 0.57 TU 1813 2.72 2350 0.74		<b>25</b> 0625 2.99 1215 0.13 WE 1909 3.03		<b>10</b> 0447 2.78 1040 0.56 TU 1717 2.83 2256 0.77		<b>25</b> 0517 2.95 1106 0.14 WE 1804 3.18 2336 0.62	
<b>11</b> 0507 3.04 1052 0.81 TH 1656 2.61 2246 0.47		<b>26</b> 0455 3.14 1033 0.73 FR 1652 2.75 2237 0.27		<b>11</b> 0547 2.91 1140 0.73 SU 1755 2.60 2337 0.68		<b>26</b> 0605 3.09 1151 0.31 MO 1832 2.94		<b>11</b> 0616 2.82 1215 0.52 WE 1849 2.72		<b>26</b> 0038 0.60 0704 2.91 TH 1259 0.17 ● 1956 2.94		<b>11</b> 0518 2.79 1113 0.49 WE 1753 2.86 2330 0.78		<b>26</b> 0600 2.92 1150 0.15 TH 1849 3.12	
<b>12</b> 0542 2.99 1130 0.79 FR 1735 2.59 2324 0.55		<b>27</b> 0539 3.13 1121 0.60 SA 1745 2.79 2327 0.34		<b>12</b> 0615 2.87 1212 0.68 MO 1832 2.60		<b>27</b> 0005 0.46 0645 3.03 TU 1237 0.24 ● 1924 2.91		<b>12</b> 0025 0.79 0646 2.78 TH 1247 0.49 ● 1928 2.70		<b>27</b> 0122 0.72 0743 2.80 FR 1340 0.27 2041 2.82		<b>12</b> 0548 2.78 1145 0.44 TH 1829 2.87		<b>27</b> 0020 0.68 0640 2.85 FR 1232 0.23 ● 1931 3.01	
<b>13</b> 0614 2.92 1204 0.78 SA 1814 2.55		<b>28</b> 0622 3.09 1207 0.50 SU 1837 2.79		<b>13</b> 0011 0.75 0644 2.83 TU 1243 0.64 ● 1910 2.58		<b>28</b> 0053 0.58 0726 2.95 WE 1320 0.23 2015 2.85		<b>13</b> 0100 0.86 0718 2.72 FR 1320 0.48 2009 2.66		<b>28</b> 0205 0.85 0822 2.67 SA 1422 0.41 2127 2.69		<b>13</b> 0005 0.81 0620 2.75 FR 1219 0.42 1906 2.84		<b>28</b> 0102 0.76 0719 2.75 SA 1314 0.36 2012 2.88	
<b>14</b> 0000 0.65 0644 2.86 SU 1237 0.77 ● 1852 2.51		<b>29</b> 0015 0.45 0702 3.02 MO 1253 0.43 ● 1931 2.77		<b>14</b> 0045 0.83 0714 2.77 WE 1315 0.61 1951 2.56		<b>29</b> 0139 0.73 0804 2.83 TH 1404 0.28 2105 2.77		<b>14</b> 0138 0.95 0752 2.64 SA 1355 0.48 2055 2.61		<b>14</b> 0041 0.86 0654 2.70 SA 1254 0.43 ● 1945 2.79		<b>14</b> 0041 0.86 0654 2.70 SU 1354 0.52 2052 2.73		<b>29</b> 0144 0.86 0759 2.62 SU 1354 0.52 2052 2.73	
<b>15</b> 0034 0.76 0713 2.78 MO 1310 0.76 1932 2.47		<b>30</b> 0103 0.59 0743 2.92 TU 1338 0.40 2027 2.73		<b>15</b> 0123 0.92 0745 2.70 TH 1348 0.59 2036 2.54		<b>30</b> 0226 0.87 0845 2.70 FR 1448 0.37 2158 2.68		<b>15</b> 0219 1.05 0831 2.57 SU 1436 0.49 2147 2.57		<b>15</b> 0118 0.93 0729 2.64 SU 1330 0.45 2028 2.72		<b>30</b> 0225 0.96 0840 2.49 MO 1435 0.70 2134 2.60		<b>31</b> 0310 1.06 0928 2.36 TU 1523 0.87 2224 2.49	
		<b>31</b> 0152 0.75 0824 2.81 WE 1424 0.40 2124 2.69				<b>31</b> 0315 1.01 0931 2.57 SA 1537 0.48 2255 2.61									

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Bureau of Meteorology

National Tidal Centre

Height datum is Lowest Astronomical Tide

Moon Symbols

● New Moon

◐ First Quarter

○ Full Moon

◑ Last Quarter

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