



Newhaven Yacht Squadron

QUARTERLY

Winter 2015



Dark Knight – 2014-15 Club Champion

INSIDE: *A Boatie's Initiation ~ Sailability ~ Junior Sailing
Sailing the Bahamas ~ Fishing competition winners*

www.nys.org.au

YOUR COMMITTEE

Commodore

Peter Buitenhuis - 0407 045 525
email: commodore@nys.org.au

Vice Commodore

Florian Andrighetto- 0419 435 367
vicecommodore@nys.org.au

Rear Commodore

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Kon Cili – 5956 6757 – 0412 640 465
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Safety Supervisor

Ray Frith – 5956 7366

Boating Secretary

Alen Garrett – 5956 6519
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Training Officer

Stan Jackson – 0417 318 629

Other Committee Members

Derrick Kershaw – 0425 402 774
Garry Richards – 0437 202 028
Phil Seymour – 0400 647 911

SUB-COMMITTEE MEMBERS

Building – Florian Andrighetto, Derrick Kershaw, Kevin Holt, Simon Pollard, Peter Buitenhuis, Pat Street, Neil Stewart

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

CONTACTS – Club Delegates

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Andrew Purnell

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Alen Garrett, Pauline Draper

Boating Victoria

Mark Johnson

Auditor

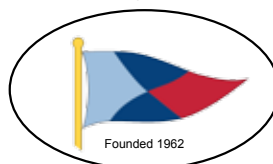
BCardell Assurance & Audit

Maintenance Yard

Glenn Botterill – 0419 514 395

The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981
Reg No 6155



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Marina Permanent Berth, Applications

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

Phone:5956 7515 Fax:5956 6127
www.nys.org.au

Photos: Simon Pollard, Rhonda Buitenhuis, Kon Cili

LAST DAY TO SUBMIT ARTICLES FOR NEXT ISSUE 1st August 2015

Welcome from the Commodore



WHERE HAS THE YEAR GONE? Once again we are in our winter term and it will be 2016 before we know it.

I would like to start my article by paying tribute to your Committee. You may not be aware how much goes into being part of the Committee. Each member has a specific role and each member gives up their time freely as a volunteer; many still work full time and what little time they have left they give up for the club. I am proud of the commitment from each of the Committee members and the professional way in which they conduct themselves, the selfless attitude, the pride and the excellent team approach of the Committee as a whole. You may be aware that the Committee meets regularly once a month but then there are many other meetings and activities throughout the month, all in the quest of maintaining a happy healthy club. You should be pleased to know your club is in good hands and that every effort is constantly being made to make small improvements and to keep the ship on the right path.

There are many reasons to join a club, but most people join to be part of something bigger than themselves, to be part of something special, to form friends and associates with similar interests, and many like to give something back. You can be immensely proud of our unique club, you may not know but including associates we have over 1,000 members.

I see great comradeship and lots of members putting in, many members getting involved, I see lots of pride and for many of us, a great sense of belonging.

As a Committee we have discussed on many occasions our "Core Values". We asked the questions - what is being a NYS club member all about? What is suitable conduct and what is considered unsuitable? Well, first and foremost is respect for fellow members, then pride in our club, a selflessness that comes from being a part of something bigger, sharing of information and ideas, and most of all comradeship. This club is more than 50 years old and we are the current custodians for future members, and we should all feel privileged and fiercely proud of being part of such a prestigious and healthy and happy club, Newhaven Yacht Squadron.

I am pleased to announce that we have a new member for our committee, Garry Richards. Garry is a keen fisherman and his position is Other Member, but his main focus will be on fishing activities. This will carry on from the good work that Andy Chappell started while he was on committee before he retired due to pressures of work. Andy has remained on the Sub Committee and will assist Garry in his important role.

I am sure that you will welcome Garry as our new committee member and we wish him well in his new role. Gary's wife Anne-Marie is also an active member and is on the social Sub Committee.

By the time you receive this magazine winter will be upon us and as a Committee we will be starting to plan for our next Annual General Meeting in October, and our next elections for Committee. There will a number of positions coming available as all positions are of a 2 year tenure on a rotation basis. If you have an interest in coming onto the Committee and helping steer the club please let us know and we can discuss the opportunities available.

I would like to once again welcome the new members who have come on board over the past few months, there is still plenty of activity around the club over winter. Please, all members join in and keep active over winter. I would also like to thank the many members who have contacted me over the past few months and the many positive comments made by members.

To see members happy and involved makes the task of being on Committee and the time afforded to the club all worth while. I am always delighted to hear from members with ideas and suggestions on ways in which we can improve and communicate. This is your club, and I am very proud to represent you as your Commodore.

Keep safe and happy boating,

Peter Buitenhuis



On the Water

with the Rear Commodore

Pauline Draper



AS I SIT HERE and write yet another report the wind is blowing and the rain is failing. Summer has definitely left us again for a few months. Last night we celebrated the summer season with our Presentation Night. We all had a great night with some fantastic pirate costumes. I would like to say a big thank you to Kon and his social sub-committee for organising the wonderful dinner.

While numbers were down this year in both dinghies and Division One yachts we still saw some fantastic racing. This was really evident in the night race. Déjà vu led the race for most of the night and rounded the last mark in first place. While it was hard for us to see which boat was which during the tacking duel to the finish we watched the boats (or rather lights) cross several times on the way to the finish. Circe managed to cross the line in first place just nine seconds ahead of Déjà vu.

Last year we have struggled to get enough runners for the Three Humps Race. Mark Cassar organised runners from a Melbourne running club and the race went ahead. The weather was perfect with light winds for the first race and stronger winds for the second. The racing was close and the runners were fantastic. Everyone had a great day and the runners have said they will return again next year.

This year we trialled no racing fees in the hope that more yachts would get involved in racing. Unfortunately this has

not been successful and the Sailing Sub-Committee have looked at the costs to the club and decided to reinstate fees. These will be at a reduced cost of \$10.00 per race. We are encouraging sailors to sign on for the whole season with a series entry fee for both the Winter and Summer series which needs to be paid for by the third race.

The Winter Series starts with Race 1 on the 30th of May and I hope to see all our sailors out on the water. We always get some excellent weather for the winter racing and the pursuit starts are always popular.

I would like to close by thanking all the volunteers who have made our season successful. We have a huge number of people who freely give their time to run start boats, safety boats, man the radio room and provide the catering for dinghies and special events. I would like to give a special thanks to both Andrew Purnell, our handicapper who spends countless hours making sure the racing is fair and Alen Garrett our Boating Secretary who prepares all our Sailing Instructions, attends Yachting Westernport meeting and generally assists in making my role as Rear Commodore so much easier. Thank you everyone.

See You on the Water

Pauline

SAILING RESULTS

EVENT	FIRST	SECOND	THIRD
DIVISION 1			
Aggregate 7 – 21-02-15	Apricot Free Ken Stuchbery	Circe Rob Wilson	Dark Knight Toby Leppin
Aggregate 8 – 14-03-15	Circe Rob Wilson	Slipstream Mark Cassar	Make My Day Ray Frith
Three Humps Race – 21-03-15	Circe Rob Wilson	Slipstream Mark Cassar	
Commodore's Cup – 28-03-15	Slipstream Mark Cassar	Circe Rob Wilson	Carajon Peter Brown
Night Race – 11-04-15	Circe Rob Wilson	Déjà vu Chris Wilson	Apricot Free Ken Stuchbery
DINGHIES			
Aggregate 3 – 20-11-15	The Joker Matt Stone	Trilby II Alen Garrett	Southerly Tom Boshma
Rosebowl Regatta - Race 1 – 1-03-15	Lil Vu Chris Wilson	Arrow Natasha Van Rennes	Kinda Salty Ron Van Rennes
Rosebowl Regatta - Race 2 – 1-03-15	The Joker Matt Stone	Arrow Natasha Van Rennes	Lil Vu Chris Wilson
Rosebowl Regatta - Race 3 – 1-03-15	The Joker Matt Stone	Arrow Natasha Van Rennes	Lil Vu Chris Wilson
Aggregate 4 – 22-03-15	Too Hard Basket Matt Draper	Arrow Natasha Van Rennes	The Joker Matt Stone
Aggregate 5 – 2-03-15	The Joker Matt Stone	Too Hard Basket Matt Draper	Trilby II Alen Garrett

Dates to Remember

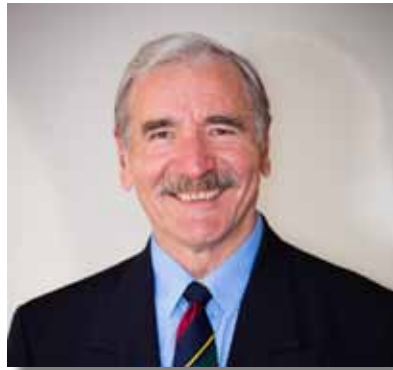
DATE	HIGH TIDE	LOW TIDE	EVENT	BRIEFING	START	OOD
JUNE 2015						
Saturday 6	1544 - 3.12	0846 - 0.28				
Sunday 7	1627 - 3.08	0931 - 0.29				
Saturday 13	0905 - 2.76	1436 - 0.92	Committee Meeting		0900	Peter Buitenhuis
Sunday 14	1011 - 2.82	1543 - 1.02	First Aid Course		0900	Stan Jackson
Saturday 20	1545 - 3.06	0857 - 0.40	Winter Series Race 2	1200	1300	Friday Harbour
Sunday 21	1623 - 3.00	0939 - 0.48				
Saturday 27	0757 - 2.45	1326 - 1.16				
Sunday 28	0851 - 2.48	1417 - 1.25				
JULY 2015						
Saturday 4	1436 - 3.04	0736 - 0.31				
Sunday 5	1524 - 3.08	0828 - 0.27				
Saturday 11	0751 - 2.77	1322 - 0.80	Committee Meeting		0900	Peter Buitenhuis
Sunday 12	0850 - 2.77	1418 - 0.92				
Saturday 18	1440 - 2.90	2034 - 0.87	Winter Series Race 3	1100	1200	Slipstream
Sunday 19	1521 - 2.91	0836 - 0.51				
Saturday 25	1832 - 2.67	1213 - 0.97				
Sunday 26	1910 - 2.60	1254 - 1.06				
AUGUST 2015						
Saturday 1	1315 - 2.85	1905 - 1.01	Winter Series Race 4	1200	1300	Déjà vu
Sunday 2	1411 - 2.94	2000 - 0.81				
Saturday 8	1839 - 2.85	1216 - 0.65	Committee Meeting		0900	Peter Buitenhuis
Sunday 9	1924 - 2.76	1306 - 0.77				
Saturday 15	1326 - 2.66	1921 - 0.99	Winter Series Race 5	1200	1300	Bumble Bee
Sunday 16	1414 - 2.72	2010 - 0.87				
Saturday 22	1727 - 2.71	1111 - 0.83				
Sunday 23	1759 - 2.65	1147 - 0.89				
Saturday 29	1142 - 2.66	1725 - 1.07				
Sunday 30	1245 - 2.75	1834 - 0.88				
SEPTEMBER 2015						
Saturday 5	1734 - 2.91	1115 - 0.53	Winter Series Race 6	1300	1400	The Dolphin
Sunday 6	1817 - 2.82	1200 - 0.63				
Saturday 12	1155 - 2.47	1754 - 1.11	Committee Meeting		0900	Peter Buitenhuis
Sunday 13	1251 - 2.51	1853 - 1.00				
Saturday 19	1626 - 2.73	1015 - 0.76	Aggregate 1	1200	1300	
Sunday 20	1657 - 2.69	1049 - 0.81				
Saturday 26	1000 - 2.59	1538 - 1.01				
Sunday 27	1106 - 2.62	1653 - 0.91				



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



Gary Richards
Other Member



Phil Seymour
Other Member & Quarterly Editor



Derrick Kershaw
Other Member

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MARINA BERTH WAITING LIST – *As at 10-02-2015*

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		
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						
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					
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. SADLIER	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		
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		
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				
S. Konstantopoulos	10/25/2014	11/8/2014	X	X					
L. MILNER	12/2/2014	1/10/2015		X					
M. TREVENA	1/18/2015	2/7/2015	X	X	X				
T. RAWLINGS	1/21/2015	2/7/2015			X	X			

NYS Social Scene

Kon Cili



DEAR MEMBERS AND FRIENDS. Another three months have passed. Time is flying and the Social Club Committee is trying to fit in as many social events as possible. After a very busy summer we are now approaching the winter.

Our first social event was the Easter Saturday sausage sizzle breakfast for the Royal Children's Hospital appeal. We continued in the same spirit late in the afternoon with a visit from the Easter Bunny. Of course he arrived by sea in a motor boat. The kids were all very excited to see him approach and head to the clubhouse via the marina. Before his arrival other members of the Social Club were very busy organising a treasure hunt. Judging by the happy children's faces the function was a big success. The breakfast appeal continued after the Easter Bunny visit and we sold the left-over sausages from the breakfast using the balcony BBQ. With your very generous support we have raised \$310 for the Royal Children's Hospital. Thank you all for that support. It is a wonderful thing to be able to contribute to the health of our children here in Australia.

The next event in which the Social Club participation was evident was at Presentation Night which was run by Rear Commodore Pauline Draper. The Social Club came up with an idea to put a little bit of fun into it and the final result was a Pirate theme. It was a fun night, the best dressed pirate was awarded to Matt Stone, and the best dressed wench was awarded to Anna Richards. Most of the members embraced the Pirate theme and we definitely had some real mean looking pirates and wenches! (Ahrrggh me harties!) The night was topped off by a delicious and plentiful smorgasboard catered by Kristos catering from Cowes. I just mention that the cost of the delicious food was a mere \$10.00, all of which went to Kristos catering. No profit made, but it was a good feeling to provide this for our wonderful members and guests.

The next very important event coming up will be the Annual Squadron Dinner/Dance on 4th July. We are all looking forward to this night. Your support is essential and judging by the numbers from the previous dinner last year it promises to be another great night. For more information see Kon, Andrea, Anna, Jean or John – the social committee members. The band will be the very popular "Back Dated Band." As always a very big thank-you to all helping hands

who make these events such a great success.

Looking forward to seeing you around the club. Don't forget Happy Hour on Saturday nights and the fact that the club house is available for your enjoyment at anytime.

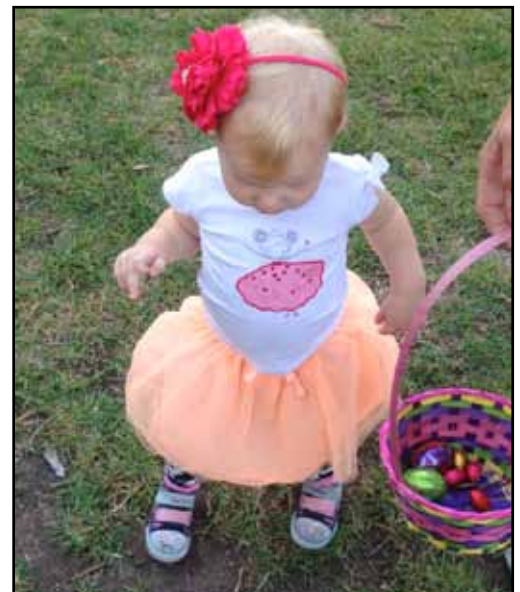
See you around the club.

Kon

Note: As I am away on holiday until 29th June, Anna Richards will take your bookings for the Half Year Dinner Dance. Call her on 0407 900 247.



It isn't hard to love a big fluffy bunny



"...now where did that wascally wabbit hide the west of those eggs?"



Left: Easter Bunny welcoming committee

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Michael and Sue Curwood

Sean and Lisa O'Brien

Peter and Rhonda Appleby

Greg and Helen Kesby

Stephen and Suzi Ellis

Paul and Kellie Herrmann

Angela Hart ~ Yvonne Brown

*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 YACHT SQUADRON TROPHIES 2014-15

EVENT	FIRST	SECOND	THIRD
WINTER SERIES 2014	Katana Matt Draper	Dark Knight Toby Leppin	Circe Sharon Van Lunteren
CLUB CHAMPION 2014-15	Dark Knight Toby Leppin	Circe Rob Wilson	Slipstream Mark Cassar
KEEL BOAT CHAMPION 2014-15	Circe Rob Wilson	Apricot Free Ken Stuchbery	Slipstream Mark Cassar
TRAILABLE CHAMPION 2104=15	Dark Knight Toby Leppin		
ROUND PHILLIP ISLAND 2014-15	Laafin Kon Cili	Slipstream Mark Cassar	Fubbs Andrew Purnell
COMMODORE'S CUP 2014-15	Slipstream Mark Cassar	Circe Rob Wilson	Carajon Peter Brown
HALF PHILLIP ISLAND 2014-15	Circe Rob Wilson	Apricot Free Ken Stuchbery	
DOUBLE HANDED RACE 2014-15	Corajon Peter Brown		
THREE HUMPS RACE 2014-15	Circe Rob Wilson	Slipstream Mark Cassar	
NIGHT RACE 2014-15	Circe Rob Wilson		
DINGHY CHAMPION 2014-15	The Joker Matt Stone	Trilby II Alen Garrett	Arrow Natasha Van Rennes
ROSEBOWL REGATTA 2014-15	Arrow Natasha Van Rennes	The Joker Matt Stone	Lil Vu Chris Wilson Tiffany Wilson

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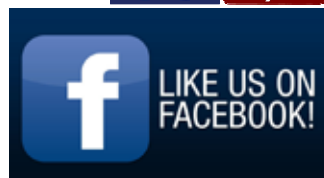
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Southern Bahamas to the Caribbean

Jeff Shawcroft

WITH BOTH JACKIE AND YVONNE on their way back to Australia, *Capriccio* and *Harmony* departed from Georgetown. We were both well aware that this part of the voyage was likely to be more challenging and over the next week this proved to be correct. The southern Bahamas lies below the Tropic of Cancer (N 23 30.000) these islands are more isolated and less popular with cruisers.

Our destination after Georgetown was going to be Rum Cay but due to a strong wind change to the north we decided to bypass Rum Cay and head for The Acklins Islands, a distance of 145 nm. As these northerlies do not occur often you need to make the most of them when you have the opportunity.

The last island in the Bahamas chain is Mayaguana and is also the last place for "clearing out". It lies about 200 nm. South of Georgetown and 45 nm north of The Turks and Caicos Group, our next major stop and where Florian was to pick up his next crew member, Neil.

With the strong northerly driving us hard towards Rum Cay we made good progress and having rounded the top of Long Island by passed the Cay and headed for Acklins Island. The charts showed a safe anchorage at the northern end of the island and would be very welcome after a tough overnight passage. Having my son Glenn on *Capriccio* made our trip relatively easy compared with Florian who was sailing on his own.

The wind strength increased to 40 kts. and large breaking swells rolled down from the North Atlantic. This was the heaviest weather we had seen so far on our voyage and both boats were surfing down the swells at record speeds. These conditions prevailed all through the night and during the following day. Florian, having been on the helm now for 24 hours was starting to feel the effects from lack of sleep. Our plans to shelter in the harbour on Acklin were dashed when on our arrival we were met with enormous swells entering the entrance to the bay. A quick look at the chart showed an anchorage inside a reef on the island of Plana Cay, 20 miles to the SE.

Florian was now exhausted and we stayed close and maintained a constant radio contact. We arrived at the entrance to the reef on Plana Cay at 1400hrs and dropped our anchors in 10m of water on a sandy bottom. Although

the anchorage was swell affected, I am sure Florian slept until the following morning. Our destination of Mayaguana was now only 45nm to the SE. The next day we departed under conditions that had moderated considerably, although the wind had now gone back to its usual SE direction and was right on the nose. With a bit of close hauled tacking and motor sailing we reached our destination and entered a fabulous well protected lagoon by 1400hrs in the afternoon. After a

combined dinner on board *Harmony* we retired for a well earned sleep on water as still as a pond.

We had anchored off the Government dock in Abraham's bay, the water was as clear as I had seen anywhere; the anchor was visible in 20m of water. Three other yachts had found shelter here from the weather and anchored in the bay. One couple was from Elwood in Melbourne, a couple from Belgium, and an American solo sailor. Mayaguana is definitely not on the tourist route as it is a very sleepy little town with about 10 men, a store, a cafe and a couple of dogs. One of the locals took us under his wing and gave us a guided tour of the place and then we caught up with the other cruisers for lunch at the cafe.

The heavy seas persisted and a passage through the reef was out of the question, the next couple of days were well spent on maintenance items including the fitting of a voltage regulator to the new solar panels that had been fitted in Fort Lauderdale. This job had become very necessary as the generator electric fuel lift pump had failed and our diesel gen. set was unusable. With the solar system now up and running we had power to spare and fully charged batteries.



Harmony crossing the Mona Passage



After three days of watching the large swells pounding on the reef, the conditions improved and all boats in the harbour prepared to leave. We cleared customs and made our way out through the very narrow cut in the eastern end of the lagoon. These passages through the reef are normally quite safe but become very dangerous when attempting to make the passage with a large swell running due to the reduced depth in the trough. After a roller coaster ride through the 3m swells we safely made our way through the reef and into the open sea towards Providenciales, a distance of 46 nm. Providenciales is the main centre of The Turks and Caicos Islands.



Entering Turtle Cove marina

The Turks and Caicos Islands were once part of the Bahamas but in 1848 efforts to unite the islands failed. Just like the Bahamas, they are sub sea platforms with very shallow banks, however unlike The Bahamas they have retained a very British colonial aspect both politically and socially and are a self governing colony of the United Kingdom. They are a popular destination for British tourists and diving enthusiasts who flock to the islands to enjoy the fabulous conditions and warm water.

We entered one of the prettiest little coves I have seen, and made our way to the Turtle cove marina. As you would expect in a British colony, the place was neat and tidy, the customs officials dressed in their finery and the paperwork and formalities excessive. After filling out enough forms to sink a small boat we jumped into a hire car and had a look around town, did some shopping, including the purchase of a new fuel lift pump, and finally picked up Florian's new crew member Neil, from the airport.

After a very slow start and morning tea at "The Green Been" cafe we wandered around town trying to sort out some internet. The problem in this part of the world is that each country has its own system and becomes redundant at the next destination, a situation that is rather frustrating after a while. A sure fire solution to our frustrations was found when we joined a young couple for sundowners on the boat in the next berth and downed a couple of rum punches.

The following morning, the two boat crews got together to discuss the tactics for the next leg of the voyage. The challenge that we faced was that the British Virgin Islands, our next destination, was 380nm south east of the Turks and Caicos, directly into the prevailing trade winds. This route takes us well north of The Dominican Republic and Puerto Rico but is the shortest route. Our American visas had expired and as a result we were prevented from visiting Puerto Rico anyway so it was decided to attempt the 380 mile crossing. We departed Providenciales after refuelling at the marina dock and headed north east to clear the top of north Caicos Island. We set a course direct for the British Virgins and managed to hold the course on a tight beat for about five hours. Our luck did not last however, as the wind rotated further to the east and we could no longer hold the course. Even on a tight beat, the wind was now giving us a heading that would take us to Puerto Plata, a port on the northern coast of The Dominican Republic. "What The Hell, we haven't been to the Dominican Republic can anybody speak Spanish?"

The port of Puerto Plata was reached the following day, not a very attractive harbour with large ships and dirty dilapidated wharves. On our approach to the jetty, a fellow who was trying to communicate with us in Spanish was attempting to direct us to a large wharf within the harbour. He wanted us to raft up to the wharf but after several attempts it became obvious that this method was not appropriate due to the ground swell entering the harbour. We eventually used a bow anchor and hauled the stern of the yacht close enough to the wharf to embark. After securing the boat we were visited by four officials in various fancy uniforms, one of these fellows spoke a little English and told us that he was to be our agent and that to ensure that all our immigration procedures would go smoothly it would be advisable to pay the other three gentlemen a small fee of 50 American dollars each, he would also, for a small fee, act as our tour guide in order that we saw the best that his town had to offer.



Approaching Puerto Plata town dock

...continued on page 24

Around the Club – *Images from Presentation Night – Three Hump*



s Race – Triangular series



Sailability Report

Stan Jackson



ON THURSDAY, APRIL 2, we held our first Sailability activity for 2015 – albeit a somewhat low-key affair. We hosted two members and a carer from Interchange Gippsland Young Adult Services. And once again, we were well supported by Dan Poynton from GippSport.

The day involved another Big Boat Day whereby our visitors board club boats for an outing. As the weather was mild to cool with a blustery south west wind 20 to 25 knots with higher gusts, it was decided that any sailing would not be appropriate.

The outing started with a tour of the marina looking at the many and varied boats. The highlight of the tour was boarding Caspian for a detailed inspection (thanks Derrick and Mim).

Our visitors then boarded the club boat and motored slowly towards the Churchill Island causeway. After getting as close as possible to the causeway and studying the plentiful bird life, they were taken back past the yacht squadron and under the bridge to see the feeding of the pelicans at San Remo. Upon their return to the marina the guests were visibly excited about their excursion, and were very keen to come back. Thanks to our volunteers, Mim and Derrick Kershaw, and Denise and Alen Garrett



Our second activity was conducted on April 17 when we were visited by 15 clients and 2 carers from Connecting Skills Australia, in Wonthaggi. I would have to say that these participants made up the most enthusiastic group so far: there was much boisterous banter and laughter; and much encouragement and mutual support. Again, the wind was too strong for a comfortable sail; so again we had to utilise “the iron horse”.



The club boat, Synergy, Relaxson, and Diggo headed out and under the bridge with 10 of the visitors to explore Cleeland Bight and The Quarry. Everyone took turns in taking the helm, with the mutual support and encouragement still being very evident; but now also reinforced with a degree of ‘knowledgeable advice’ given to whomever had the helm by the watchful crew on how it should be done. The crew on Diggo focussed on fishing – and were successful in bringing in a greatly prized squid! This created significant excitement back at the clubhouse – and quite justified chest-puffing by the proud fisherman.

After Colin cleaned the squid, he headed back to the secret fishing spot with another 4 highly excited and optimistic crew members. More success! This time two squid came back to the clubhouse! More elation from all; and more chest-puffing from a couple.



But the excitement was not over. As the two squid were being cleaned, the chest-puffing crew of a club boat had just come by with a 2 metre mako shark in the back of their ute. They stopped to show everyone, and the puny squid were momentarily forgotten as one and all ogled over the shark.

Again, an exciting day for our visitors – and a rewarding one for our volunteers. A big thanks to Kon Cili, Simon Pollard, Alen and Denise Garrett, Ray Frith, Colin Diggins, and Derrick Kershaw.

Stan

Top left and right: Fishing and motor sailing were a highlight for the visitors.

Below left: The Mako shark stole the show.

The Friday Harbour Adventure

Garry Richards

A FEW MONTHS AGO Kon Cili mentioned that he was sailing his new yacht *Friday Harbour* from Mornington back to Newhaven. Having never sailed on a yacht before and never been out through the rip on Port Phillip Bay, I was excited when he asked if I would like to join him as part of the crew.

Many things had been going through my head waiting for this trip, would I get sea sick (never have before, so I should be ok), could I take a fishing rod and troll a bit, maybe catch something big and wonder what Kon would say if I dragged a big shark on to his yacht. I can hear him now, "Bloody shit you a---hole, no mess on my new yacht".

Friday morning 8.30am on the dot I arrived at Kon's house keen as mustard, "Come on Kon hurry up lets go" to his reply, "Ok bloody shit".

In the car and round the corner to pick up Peter Grattan, (I have to say at this point picking up Peter would prove to be a godsend), then off to Mornington to pick up *Friday Harbour*.

On arrival there were a few things to do before departure, like pick up the tender and fuel the yacht, Kon standing in the tender with a 20 litre can of diesel, me on board the yacht holding the funnel and Peter holding the tender, one bump and we'd have a floating Croatt, yelling "You bloody a---holes".

The trip from Mornington to Queenscliff was really enjoyable and relaxing, we had a slight breeze and motor running, and I can see why yachties enjoy their sailing. Down below Kon was making lunch, while Peter set up the plotter and I was left at the helm. Yep, I was steering this ship, and a thought ran through my head— I don't actually know where I'm going. Then a voice from down below said "At the marker we turn into the western channel, it's white" and another voice saying "It's black". I looked behind me— nothing, looked in front— nothing, so nothing to hit I'm ok. Turns out the marker was white, but on the plotter it's black, another burst from the Croatt "Bloody shit you a---holes".

Looking out to starboard I spotted a few birds working and my thoughts returned to my fishing rod, and I could have slipped over for a quick troll while the discussion about the marker was going on.

Arriving at Queenscliff Marina, if someone was to tell me that the events of the next 34 hours was about to happen, I would have laughed at them. Pulling into our pen proved to be the beginning of an adventure I will never forget. The tide in the Marina is unbelievably fast, whilst Kon was reversing the yacht into the pen the tide turned us side on and without thinking Kon put his hand out to fend off an already moored

yacht, getting his arm between the staunch of *Friday Harbour* and the moored yacht, you would swear that someone had just cracked a whip, Kon yelling "I've broken my wrist". Turns out it was his arm. I helped Kon off the yacht and took him to the office where Kon rings Yvonne's phone then hands

me the phone but no answer. Yvonne rings back after a short while and Kon says "You tell her votts bloody happened". After the conversation with Yvonne an ambulance was called, and the paramedic on board administered pain killers via a drip which kicked in fast and stopped his moaning, then off they went to Geelong Hospital. Meanwhile, Peter was left to finish mooring the yacht. The staff in the office where extremely helpful offering to help in any way they could.

Dinner plans were changed and Peter and I had a Hamburger and one can of beer, whilst the skipper was tripping out on drugs in hospital. A decision was made that we would continue bringing *Friday Harbour* home, so we had to be out of the marina by 7.00am the next morning to catch the tide and get out through the rip. Saturday morning we wake to flat batteries, motor won't start— what next? Saturday being Anzac Day there's not much open in Queenscliff, but finally found someone with a battery pack so *Friday Harbour* was running and we finally left about 11.30am on slack water.



...from previous page

Peter at the helm, life jackets on, out of the marina and out through the rip— no problems at all. Not really sure what I expected, as I had heard lots of stories about the dangers when passing through the heads of Port Phillip Bay. But it was quite comfortable with no problems so we turned left a bit then headed for Cape Schanck. Away in the distance there was something in the way, after a while I realised it was waves. Big waves. Just as we passed through the heads Peter said “If you’re unsure about the trip and want to take shelter, just say so and we will take cover”, but I was happy to go on. After a couple of hours I was looking at the coast line thinking to myself, where in the name of Jesus would you find shelter out here?

We pressed on, and as the daylight was fading we rounded Cape Schanck. The waves were quite large and the wind a bit gusty— 24 to 27 knots, and it was about this time we caught the first wave. Peter got drenched, I just managed to duck under the dodger. Pity I stood up again because the second one was a Bass Strait in the face. Peter was at the helm from just before Cape Schanck, we passed the western marker into Western Port Bay, things were starting to get interesting (25 knot winds blowing into the bay and an outgoing tide) not real sure of the words I can use here, the best I can come up with is “It has now all turned to shit”. At McHaffies Reef, with waves bigger than Ben Hur, getting thrown about like a ping pong ball, wet cold and concerned, but no worries— Peter is at the helm he should know what he’s doing. I was looking back over Peter’s shoulder at waves 2 to 3 meters high above him, I swear I could reach out and touch them, then they disappeared under the back of the yacht— then the next and the next— but Peter looked calm so no need to worry. I turned to have a look at the front when he quietly said in firm but reassuring voice “You better sit down and hang on”. Peter sounded serious, and the first time he yelled f--k!! I thought hummm, what’s that mean? The next wave and another f--k!! I thought how we had travelled all the way from the heads with winds 25 knots plus and seas lumpy, wet and cold— and hardly a word from him, now all of a sudden he’s not happy. The third time he yelled f--k!! I thought, OK that’s it, start warming up— we could be swimming here, or Kon’s yacht was about to become a submarine. Peter was struggling to hang on to the wheel, couldn’t get a good grip and he was not happy. Luckily it started to calm a bit so we had a bit of time to collect our thoughts, wonder if Peter would see the funny side now if I was to say “Is this a good time to tell you I can’t swim“, but thought better not. We sailed on only to run into more rough water, although not as bad, just off Ventnor beach where it would only be a 150 metre swim (yep I can swim.) Wouldn’t have to worry about sharks, no shark in its right mind would be out in this shit, a short sprint and I’d be home.

Red Rocks to Cowes was slow but not bad, Peter was wandering around the boat looking for the anchor, I’m at the helm again (I get the easy bits), then yet another problem—

the tide is too low to get *Friday Harbour* into the marina and looked like we may have to anchor at Observation Point for a couple of hours and wait. Instead we throttled back, slowed down to chew up some time around past Rhyll and could see Churchill Island and the lights of San Remo. Peter and I were having a quite chat about the trip, whilst answering the two thousand text messages from Kon, “Where are you bloody a---holes, are you in the marina yet?” Finally around the top marker and straight into the incoming tide when the motor decided it would take a little break, slowed down to 1200 RPM, so close to home, we struggled to make any forward movement at one stage. Peter and I lined ourselves up with the last red pole and the discussion went something like, “We are not moving at all, the light at the marina was in front of the marker now its behind yep, moving forward” so quickly down stairs and off with motor cover, check for the obvious, everything looked all right, when a voice from the helm, “You found 500rpm”. So going ok, we line up the lights and home into NYS marina.

We were met at the mooring by Peter’s wife Aggie, who’s magic torch guided us in. By the time we finished mooring and waited a short time for my patient wife Anne-Marie to pick me up, we decided to get all our gear in the morning about 10.00am, but when I arrived home a text from Peter read, “Better make that 11.00 am I’m stuffed.”

Left Queenscliff about 11.00am Saturday morning, arrived home having a cup of tea 3.15 am Sunday morning, what an adventure. Thanks Kon for the invite, and an even bigger thanks to Peter who got us home safe.

A trip I will never forget— a real adventure. Kon sorry you missed the trip and hope the arm heals quickly (You a---hole, meant in the nicest way).

Peter Grattan, we had a couple of moments at McHaffies Reef—very happy you were at the helm. I would love to have the opportunity to sail with you again. Thanks mate.

DON'T KEEP IT A SECRET

Sold your boat?

Changed address?

Changed phone number?

Changed your email address?

Please help us keep up to date by notifying the Secretary should any of the above apply to you.

email: Secretary@NYS.org.au

mail: The Secretary,

PO Box 309, San Remo 3925 VIC

JUNIOR SAILING – *where to from here?*

Pauline Draper

OVER THE PAST COUPLE OF YEARS our dinghy and junior sailor numbers have fallen. This has been a little disappointing and I would like to share some achievements of the clubs past junior sailors to perhaps encourage some of our younger members to have a go at sailing.

Firstly, I would like to tell you about Chris Wilson. Chris started as a junior sailor at Newhaven in 1980. He started out sailing a Fairy Penguin with Andrew Lacco (Swede), a Cherub with Scott Newman, and a Javelin with Richard Reynolds (Prickles). Chris also sailed 125's and sailed with the 125 Association. Chris then turned his hand at single handed dinghies and purchased one of the early Impulses, the sail number was 101. Chris competed in the 1988 National Impulse Championships where at the age of 16, he won the Australian Impulse Junior Championship.

After giving up his Impulse, Chris crewed for Prickles in a B14 sailing on Port Phillip Bay. Chris then gave up dinghies for a few years, married and started a family. He has again returned to dinghy sailing and is enjoying sailing with and teaching his two daughters Chelsea and Tiffany sailing their Mirror 'Lil Vu.'

Chris and his family have also owned and sailed trailer sailers and keel boats. They started with a Cole 23 trailer sailer and then a Noelex 25 named Hidden Agenda. Chris honed his skippering skill on Hidden Agenda before selling her to buy a Blazer 23 sports boat called Blaze Away. In 2009 Chris purchased Déjà Vu, a Sparkman and Stevens 30. Since purchasing Déjà Vu Chris has raced in club races both around the bay and competed in many round Phillip Island races. Chris also loves to cruise in Déjà Vu and has visited Port Phillip Bay and cruises around Phillip Island several times a year, he has covered about 5000 nautical miles since purchasing the boat.

Chris also enjoys ocean racing and participated in his first Melbourne to Hobart Race in 1998 where they achieved 3rd place. In 2014 Chris joined the team on Fuzzy Logic as Navigator for the Melbourne to Hobart race. Chris had the task of selecting the best, faster and safest course for the race. Fuzzy Logic was placed second in the race.

Chris and his family have also chartered a Beneteau 50 for six days on a holiday in Malta in September 2013.

Below is a list of just some of Chris's achievements.

DINGHIES

1987 – 88	1st Dinghy Championship
1987 – 88	1st Cadet Championship
1988	1st Australian impulse Junior Championship
1990 - 91	1st Dinghy Championship
2013 – 13	1st Dinghy Championship
2013 – 14	1st Dinghy Series Handicap Championship

DIVISION 1

1997 – 98	1st Trailable Championship
1997 – 98	1st Club Championship
1997	1st Commodore's Cup
1999	1st Winter Series
2002 -03	1st Trailable Championship
2005	1st Half Phillip Island Race
2005 – 06	1st Club Championship
2005 – 06	1st Winter Series
2006	Triangular Series overall winner

Chris has also achieved many second and third places, too many to list here.

I have been lucky enough to sail against Chris in dinghies and have crewed for him on both Hidden Agenda and Déjà Vu. Chris is a fierce competitor and tough skipper and

you are always guaranteed a great day. He always sails by the rules and is particularly careful to make safety a priority when planning and undertaking all on water adventures.

So where to next?

After being away for most of the summer with offshore commitments on Fuzzy Logic, Chris tells me he is back for the Winter Series this year. He is really enjoying offshore racing and that is the direction he wants for his sailing. Chris already has a couple of offers for the next Melbourne to Hobart Race, we will just have to wait and see where it takes him.



Training Officer's Report

Stan Jackson

FIRST AID COURSE

Unfortunately, our First Aid Level 2 course planned for Sunday, June 14, has had to be cancelled due to a lack of participant numbers – we had only 3 prospective participants, and needed a minimum of 8.

I am happy to organise this course for some time in the future; but I will need to have a committed number of prospective participants to do so. Please contact me if you would like to do this course in the future.

I have had a couple of members approach me about organising a TL3 course. I have been trying to source someone to take such a (or a similar) course, but I haven't been able to find anyone to do so. If you have any contacts, please let me know.

If you have any ideas regarding courses you'd like me to arrange, please contact me.

Happy and safe boating.

Stan

A BIT ON THE LIGHT SIDE

After 40 years a gynaecologist decided it was time for a change of profession.

He had always been interested in boats and engines, so it was his natural choice to become a marine diesel mechanic.

He duly signed up for a diesel mechanic course and after a year of hard study sat for his examination where he had to strip and re-assemble a whole motor.

Nervously he waited for the results, and was dumbfounded when he received a 150% pass mark.

He immediately contacted his examiner about the unheard-of results.

"Oh, I can explain", said his examiner, "You got 50% for a neat and timely dissassembly of the test motor. Then you got 50% for a perfect re-assembly. The extra 50% I gave you for doing the whole operation up the exhaust pipe!"

Rules for the Newhaven Yacht Squadron Year-round Fishing Competition

The competition will start at 0800hrs on the day after Presentation Night (10 May 2015) and finish at 1500hrs on Presentation Night 2016.

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.

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.

WINNERS FOR 2013 -2014 SEASON

Whiting - Luke Chambers

Flathead - Richard Muscat

Snapper - Jason Griffiths

Congratulations, and well done!

Proudly sponsored by

Regal Marine

514 Canterbury Rd. Vermont
Phone 9874 4624

Newhaven Yacht Squadron

GO OVERBOARD AT THE NYS Half Year Dinner Saturday July 4th 2015



Arrive 6.30pm for pre-dinner drinks and nibbles

Sit down dinner at 7.30pm

Dress formal or smart casual

\$50 per person

Music by "Back Dated" band

*For bookings, contact Kon Cili on 0412 640 465 or
Anna Richards on 0407 900 247, or Andrea Wrigley,
Jean Dunstan or John Baragwanath*



Boats on the Rock

Boat maintenance and repair

Timber and fiberglass craftsmanship

*All manner of marine work
(no outboards)*

*Rear factory, 153 Thompson Ave
Cowes*



Covered workshop

Andrew Lacco 0422 659 640

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Clubhouse News

Florian Andrighetto



FIRSTLY, CONGRATULATIONS TO ALL those trophy winners at the recent presentation evening. A great night was had by all and the pirate theme was a hoot.

Some of you will have noticed that new storage shelves are being constructed outside the committee room capitalising on what was previously unused dead space. Further improvements are scheduled for the storage room under the stairs and the larger storage area on the upper level. The committee has further plans to improve our amenity and I'll keep you informed as the work progresses.

You will recall that in previous columns I mentioned the need to again test and tag all electricity leads used in and around the marina particularly those connected to vessels. The test and tag policy has been reviewed by the marina sub-committee and the recommendation was accepted by the general committee that the policy on test and tag no longer be imposed.

The policy was reviewed because the club has now ensured that all outlets in the marina and buildings are fully protected by RCD's (Residual Current Devices) which in fact cut off power at the fuse box immediately if an electrical fault is detected. The committee is satisfied that all rules and regulations involving the provision of electrical power are fully complied with.

In relation to the marina activities, improvements are continuing. All cradles have now been replaced and a thank you to those members who have donated a great deal of time and expertise to the manufacture especially to the design and drafting works. Some minor modifications designed to further improve the efficiency of the cradles, suggested by eagle eye members, are currently under way. You'll notice that one of the old cradles which was an eyesore on the lawn for some time is now being broken up and removed to its new home at the scrap metal yard.

A major project which is now firmly in the planning stage is the de-silting of the marina pens and fairways. This has been brought forward because of the build up of silt in certain areas of the marina that is seeing a number of boats resting in mud during low low tides. The longer we wait to address this issue the worse it will get which means further expense. Your committee has already met with Rollapipe Industries (a firm highly regarded in this field), in order to commence the investigation and planning process. It is anticipated that within the next couple of months a survey of the marina depth will be undertaken by members of our club under the guidance of Rollapipe who will provide the necessary equipment. Thank you to those members who

have already indicated that they will be available to assist in this process. The more we undertake to do ourselves then obviously the more savings are to be made.

It is anticipated that the planning and costing will be finalised in time to seek the approval of the club membership at the AGM so that the project can proceed.

Happy boating,

Florian

FOR SALE

MacGregor 26M



TRAILER: Dual axle aluminium trailer with electric-over-hydraulic disc brakes, torsion bar suspension, 2 speed winch, spare wheel, and 5 virtually new tyres

HULL TREATMENT: 4 coats of epoxy and 2 coats of antifoul

SAILS: Doyle with continuous uphaul/downhaul halyard line, and reefing line; zip up sail bag with lazy jacks; furling genoa with UV protection

OUTBOARD: 60 h.p. Yamaha 4 stroke fuel injected high thrust outboard

COVERS: Bimini; brand new dodger with clear vinyl doors; zip up helm cover

ELECTRONICS: Depth sounder; wireless wind display; VHF radio, 27 MHz marine/CB radio; AM/FM radio CD/MP3/DVD player; wiring and antenna for TV; 37 litre Waeco fridge/freezer

ELECTRICS: Starting battery (15 months old) and 105 AH house battery (20 months old); 2 solar panels with regulators; 2 separate 240 volt circuits: one with 15 amp plug for marina use, and the other for use with an inverter

GROUND TACKLE: Main anchor is Danforth anchor with 55 metre rode (15 chain); second anchor is Danforth anchor with 42 metre rode (8 chain)

OTHER: 2 stern railing seats add extra room to the cockpit; targa bar with spotlight; LED anchor light; *and much more*. Full range of trailer and equipment manuals.

Relackson presents well: she is clean and in very good condition inside and out. She is well worth a look

\$52,000 o.n.o.

Phone: 0417 318 629

After considering the situation we were in, we decided that the payment of these “fees” and a contribution to our new found friend would be preferable than a night in the local lockup, so the deal was done, the very official officials given a cold beer and now that we were all the best of friends, our guide marched us off to pay the man who fills out the paperwork some more little “fees”.

Another very official looking gentleman, who’s office was an old disused container, sat at his desk with an old Remington typewriter on one end and a large plastic flower on the other, meticulously filled out our immigration forms, collected his fees and welcomed us to Puerto Plata. (Or I think that’s what he did) because he had a big smile. It may of course, had something to do with the little fees!



Boquerón Harbour, Puerto Rico

We were now officially “legal visitors” and our guide lost no time in showing us the high life of Puerto Plata. After about the third bar, there seemed to be a pattern developing in the type of bars that we had visited, a little on the dark side and it would seem that they all had a problem with the air conditioning, as the ladies at the bar seemed to be wearing very few clothes. We decided that our new found friend may be out to collect a few more fees, not from us this time but from the bar owners. New instructions were delivered and we suggested he find us a good restaurant instead.

All this may lead you to believe that The Dominican Republic is a rather corrupt place and it probably is, but it is also a very poor place and without the little fees the wages would not go far. At the end of the day, it was an inexpensive stay as everything was cheap to buy including provisions and of course the local beer (Presidente), not a bad drop! The evenings are warm and mild and the locals gather on the esplanade with their eskys and radios to drink and party. The city comes alive after dark.

Without our guide I doubt if we would have walked the streets at night but we experienced no threatening behaviour and found everyone to be friendly. I would not hesitate to recommend a visit to this country to anyone. We all would have liked to have had more time to experience what the D.R. had to offer but time was marching on.

Due to the time taken to visit the supermarket the following day our departure was delayed until quite late in the afternoon. The D.R. is a very mountainous island and we were keen to test the theory that a yacht could reach along the edge of a mountainous coastline using the catabatic wind effect. As the land cools at night, the colder air slides down the mountain side at 90deg. to the coast. A yacht can use the effect to reach along the coastline even if the normal prevailing wind is from the wrong direction.

This method proved to be most effective and we made excellent progress along the northern coast, by 21:30 the following day we had reached the most easterly point on the northern coastline and entered a small bay called Playa De La Carna. On entering the bay we almost ran down a small wooden fishing vessel, one of many fishing in the bay with no nav lights showing. On this night not a scrap of moonlight was illuminating the sky. We had to use radar overlay and the depth sounder to verify our harbour entry track on the chart plotter. We had anchored, in what was to be seen in the morning, a delightful small bay and had spent a very peaceful night at a calm anchorage.

A re-evaluation of our situation was required and over morning coffee we made a cunning plan to follow the eastern D.R. coast as far south as possible using the night wind effect and then beat across the Mona Passage, a distance of 82nm to the south west coast of Puerto Rico and do the same right along the southern Puerto Rican coast. The Mona Passage has a bad reputation for being an extremely dangerous crossing as the Gulf Stream current rises up over a very shallow stretch of water between the two islands. The result is turbulent water and short standing waves and this later proved to be the case as the trip was most uncomfortable, in fact, by the time we reached the south western coastline of Puerto Rico the sheltered harbour of Boquerón looked so inviting that we could not resist a visit but without an current American visa we were now illegal immigrants!

Next instalment: Puerto Rico diplomacy and a voyage to the Virgins



Harmony arriving in the Dominican Republic

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SCHEDULE OF FEES

Effective from 11 April 2015

Effective from 1 October 2015

<u>Membership</u>	(Inc. GST)
Annual subscription -Senior Member	170.00
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

<u>Marina</u>		
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

<u>Maintenance Yard</u>	
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

<u>Casual Marina berths</u>	
Member – day (daily charges not to exceed the weekly rate)	25.00
Member – week	105.00
Member – month	300.00
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

<u>Storage</u>	
Dinghy rack fee -annual	50.00
Dinghy in lawn area -seasonal	25.00

<u>Membership</u>	(Inc. GST)
Annual subscription -Senior Member	175.00
Annual subscription -Social Member	56.00
Annual subscription -Absent Member	35.00
Annual subscription -Junior Member	15.00
Annual subscription -Crew Member	95.00
Entrance (Joining) Fee – New Member	290.00
Key & Access Tag – Deposit (Refundable)	40.00

<u>Marina</u>		
Berth Capacity	Entry Licence Fee	Annual Fee
-6.00 metres	11,000.00	290.00
-7.50 metres	17,000.00	360.00
-8.25 metres	21,500.00	400.00
-9.0metres	26,500.00	415.00
-9.75 metres	35,500.00	450.00
-10.50 metres	45,000.00	490.00
-12.00 metres	59,000.00	560.00
Marina Berth – Application Fee	50.00	

<u>Maintenance Yard</u>	
Tractor -Member per retrieve & launch	100.00
Tractor-non-member per retrieve & launch	165.00
Trailer -Member per use	85.00
Trailer –non-member per use up to 2 weeks	155.00
Trailer –non-member additional charge per week or part thereof	145.00
Jet cleaner -Member per use	36.00
Jet cleaner –non-member per use	55.00
Gantry -Member per use	30.00
Gantry –non-member per use	65.00
Maintenance yard occupant-Member weekly after 3 weeks	100.00
Maintenance yard occupant –non-member per week	250.00

<u>Casual Marina berths</u>	
Member -day (daily charges not to exceed the weekly rate)	26.00
Member –week	90.00
Member -month	300.00
Visiting club member -day (daily charges not to exceed the weekly rate)	35.00
Visiting club member -week	150.00
Other visitors -day	55.00
Other visitors -week	280.00
Key deposit -Marina (casual)	30.00

<u>Storage</u>	
Dinghy rack fee -annual	55.00
Dinghy in lawn area -seasonal	30.00



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the Club.*

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TIDES FOR SAN REMO

Actual times - no correction needed

JUNE 2015				JULY 2015				AUGUST 2015				SEPTEMBER 2015			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0432 0.84 MO 1134 2.63 2317 2.46		16 0514 0.41 TU 1220 2.97 1803 1.06		1 0440 0.59 WE 1152 2.75 1735 1.31 2332 2.48		16 0552 0.49 TH 1256 2.83 1845 1.07	●	1 0004 2.52 SA 0613 0.41 1315 2.85 1905 1.01		16 0129 2.46 SU 0730 0.66 1414 2.72 2010 0.87		1 0201 2.84 TU 0756 0.39 1436 2.95 2027 0.42		16 0241 2.69 WE 0835 0.75 1453 2.71 2052 0.59	
2 0529 0.71 TU 1231 2.79 1824 1.26		17 0013 2.64 WE 0617 0.38 1319 3.04 1909 1.00	●	2 0541 0.50 TH 1250 2.87 1839 1.21 ○		17 0049 2.51 FR 0654 0.50 1351 2.87 1945 0.97		2 0111 2.61 SU 0715 0.34 1411 2.94 2000 0.81		17 0220 2.53 MO 0815 0.64 1453 2.76 2050 0.75		2 0300 2.97 WE 0849 0.37 1525 3.00 2115 0.24		17 0318 2.78 TH 0911 0.73 1525 2.75 2122 0.49	
3 0015 2.51 WE 0623 0.57 1324 2.94 ○ 1918 1.16		18 0114 2.65 TH 0716 0.36 1414 3.08 2006 0.91		3 0032 2.54 FR 0641 0.39 1345 2.97 1936 1.07		18 0147 2.54 SA 0749 0.50 1440 2.90 2034 0.87		3 0214 2.72 MO 0811 0.30 1501 3.01 2050 0.61		18 0304 2.60 TU 0856 0.64 1527 2.79 2125 0.65		3 0354 3.06 TH 0940 0.38 1609 3.01 2201 0.13		18 0353 2.84 FR 0944 0.74 1555 2.76 2152 0.42	
4 0109 2.58 TH 0714 0.43 1413 3.05 2006 1.05		19 0209 2.68 FR 0810 0.36 1501 3.09 2055 0.84		4 0131 2.61 SA 0736 0.31 1436 3.04 2026 0.92		19 0239 2.57 SU 0836 0.51 1521 2.91 2116 0.78		4 0312 2.81 TU 0903 0.30 1548 3.04 2137 0.44		19 0343 2.65 WE 0931 0.66 1558 2.80 2157 0.58		4 0444 3.08 FR 1028 0.44 1652 2.98 2246 0.09		19 0428 2.85 SA 1015 0.76 1626 2.73 2223 0.39	
5 0159 2.64 FR 0800 0.33 1459 3.11 2050 0.96		20 0300 2.68 SA 0857 0.40 1545 3.06 2139 0.79		5 0228 2.67 SU 0828 0.27 1524 3.08 2112 0.78		20 0324 2.59 MO 0916 0.56 1557 2.89 2154 0.73		5 0407 2.87 WE 0952 0.35 1632 3.03 2222 0.32		20 0418 2.67 TH 1005 0.70 1627 2.79 2226 0.54		5 0531 3.04 SA 1115 0.53 1734 2.91 ○ 2331 0.12		20 0502 2.83 SU 1049 0.81 1657 2.69 2257 0.37	
6 0247 2.68 SA 0846 0.28 1544 3.12 2131 0.88		21 0345 2.66 SU 0939 0.48 1623 3.00 2219 0.77		6 0322 2.72 MO 0916 0.28 1610 3.07 2156 0.66		21 0404 2.59 TU 0954 0.63 1629 2.87 2228 0.69		6 0459 2.90 TH 1040 0.43 1715 2.99 2307 0.24		21 0453 2.68 FR 1038 0.76 1656 2.76 2256 0.50		6 0619 2.96 SU 1200 0.63 1817 2.82		21 0539 2.79 MO 1125 0.86 1730 2.63 ○ 2333 0.37	
7 0335 2.69 SU 0931 0.29 1627 3.08 2213 0.81		22 0426 2.62 MO 1016 0.59 1658 2.93 2256 0.77		7 0415 2.74 TU 1003 0.35 1653 3.04 2240 0.55		22 0443 2.57 WE 1028 0.71 1659 2.83 2300 0.67		7 0549 2.89 FR 1128 0.54 1756 2.93 ○ 2353 0.20		22 0529 2.67 SA 1111 0.83 1727 2.71 2328 0.47		7 0016 0.21 MO 0708 2.85 1247 0.74 1902 2.70		22 0618 2.73 TU 1202 0.91 1806 2.58	
8 0423 2.68 MO 1015 0.35 1710 3.03 2255 0.75		23 0506 2.56 TU 1053 0.71 1730 2.86 2331 0.79		8 0509 2.75 WE 1050 0.44 1735 2.99 2325 0.46		23 0519 2.55 TH 1101 0.80 1728 2.79 2330 0.65		8 0640 2.86 SA 1216 0.65 1839 2.85		23 0606 2.65 SU 1147 0.89 1759 2.65 ○		8 0103 0.34 TU 0800 2.74 1337 0.87 1951 2.58		23 0015 0.39 WE 0703 2.68 1245 0.96 1848 2.54	
9 0514 2.67 TU 1101 0.44 1752 2.97 2339 0.68		24 0545 2.50 WE 1128 0.84 1800 2.80 ○	●	9 0601 2.75 TH 1139 0.56 1816 2.94 ○	●	24 0557 2.53 FR 1135 0.89 1759 2.73 ○	●	9 0039 0.21 SU 0732 2.81 1306 0.77 1924 2.76		24 0003 0.45 MO 0647 2.62 1227 0.96 1835 2.59		9 0153 0.50 WE 0855 2.63 1430 1.00 2047 2.46		24 0100 0.44 TH 0755 2.63 1333 1.01 1944 2.50	
10 0606 2.66 WE 1149 0.55 1834 2.92 ○	●	25 0005 0.80 TH 0625 2.46 1203 0.96 1832 2.73		10 0011 0.38 FR 0655 2.76 1229 0.68 1900 2.88		25 0003 0.63 SA 0637 2.52 1213 0.97 1832 2.67		10 0128 0.27 MO 0827 2.76 1359 0.89 2014 2.65		25 0044 0.44 TU 0734 2.60 1310 1.03 1917 2.54		10 0247 0.67 TH 0953 2.54 1533 1.11 2152 2.37		25 0152 0.51 FR 0855 2.60 1430 1.03 2054 2.49	
11 0026 0.60 TH 0701 2.68 1240 0.67 1919 2.87		26 0040 0.81 FR 0708 2.44 1242 1.06 1908 2.67		11 0059 0.34 SA 0751 2.77 1322 0.80 1945 2.81		26 0038 0.60 SU 0721 2.52 1254 1.06 1910 2.60		11 0219 0.37 TU 0926 2.70 1456 1.01 2111 2.54		26 0129 0.45 WE 0830 2.58 1400 1.11 2010 2.49		11 0352 0.82 FR 1054 2.48 1644 1.15 2300 2.32		26 0255 0.61 SA 1000 2.59 1538 1.01 2213 2.52	
12 0115 0.53 FR 0801 2.71 1335 0.80 2008 2.82		27 0116 0.79 SA 0757 2.45 1326 1.16 1947 2.60		12 0149 0.32 SU 0850 2.77 1418 0.92 2037 2.72		27 0117 0.57 MO 0812 2.53 1341 1.14 1953 2.54		12 0316 0.49 WE 1027 2.64 1600 1.11 2215 2.45		27 0221 0.47 TH 0931 2.57 1458 1.16 2115 2.46		12 0503 0.90 SA 1155 2.47 1754 1.11		27 0408 0.68 SU 1106 2.62 1653 0.91 2330 2.63	
13 0209 0.48 SA 0905 2.76 1436 0.92 2102 2.76		28 0158 0.76 SU 0851 2.48 1417 1.25 2034 2.53		13 0244 0.35 MO 0951 2.78 1520 1.03 2136 2.63		28 0203 0.55 TU 0909 2.55 1434 1.22 2046 2.48		13 0420 0.61 TH 1129 2.62 1713 1.15 2323 2.40		28 0323 0.52 FR 1036 2.60 1608 1.16 2230 2.47		13 0008 2.35 SU 0611 0.90 1251 2.51 ● 1853 1.00		28 0526 0.68 MO 1212 2.70 1804 0.72 ○	
14 0307 0.44 SU 1011 2.82 1543 1.02 2204 2.69		29 0245 0.72 MO 0951 2.54 1517 1.32 2129 2.47		14 0344 0.40 TU 1054 2.78 1628 1.10 2241 2.55		29 0257 0.53 WE 1011 2.59 1536 1.27 2148 2.45		14 0529 0.67 FR 1230 2.62 1822 1.10		29 0434 0.54 SA 1142 2.66 1725 1.07 2345 2.55		14 0108 2.44 MO 0708 0.86 1339 2.58 1940 0.85		29 0043 2.80 TU 0637 0.62 1313 2.80 1907 0.48	
15 0409 0.42 MO 1116 2.89 1653 1.07 2309 2.65		30 0339 0.67 TU 1052 2.63 1625 1.34 2230 2.45		15 0447 0.46 WE 1156 2.80 1738 1.12 2346 2.51		30 0358 0.51 TH 1114 2.66 1647 1.27 2257 2.46		15 0029 2.40 SA 0633 0.69 1326 2.66 ● 1921 0.99	●	30 0548 0.51 SU 1245 2.75 1834 0.88 ○	○	15 0159 2.57 TU 0755 0.80 1419 2.65 2018 0.71		30 0148 2.99 WE 0740 0.55 1408 2.89 2002 0.27	
				31 0505 0.48 FR 1215 2.75 1800 1.17 ○	○			31 0056 2.68 MO 0656 0.45 1343 2.86 1934 0.64							

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Datum of Predictions is Lowest Astronomical Tide

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

Moon Phase Symbols ● New Moon ○ First Quarter ○ Full Moon ● Last Quarter

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