



*Newhaven Yacht Squadron*

# QUARTERLY

*Spring 2017*



*INSIDE: 2017 AGM notice ~ Reports*

*Dates to Remember ~ Tides*

*Pontoon plans*

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

## YOUR COMMITTEE

### Commodore

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

### Vice Commodore

Derrick Kershaw - 0425 402 774  
email: vicecommodore@nys.org.au

### Rear Commodore

Alen Garrett - 5956 6519  
email: rearcommodore@nys.org.au

### Secretary

David Tonkin - 0412 422 667  
email: secretary@nys.org.au

### Treasurer

John Baragwanath - 0418 377 218  
email: treasurer@nys.org.au

### Social Secretary

Helen McCrimmon - 0402158 684  
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### Safety Supervisor

Peter Gratton - 0408 369 562  
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### Boating Secretary

Mary Brown - 0466 305 243  
email: boatsecretary@nys.org.au

### Training Officer

Stan Jackson - 0417 318 629  
email: training@nys.org.au

### Other Committee Members

Tom Rawlings - 0468 341 076  
Garry Richards - 0437 202 028  
Phil Seymour - 0400 647 911

## SUB-COMMITTEE MEMBERS

**Building** - Derrick Kershaw, Glen Botterill,  
George Reek, Gary Richards, Jeff  
Shawcroft, Tom Rawlings, John Wilson,  
Ray Frith

**Finance** - John Baragwanath, Peter  
Buitenhuis, Derrick Kershaw,  
Florian Andrighetto, Robert Burnham

**Marina** - Derrick Kershaw, Glen Botterill,  
George Reek, Gary Richards, Tom  
Rawlings, Malcolm Strickland, Jeff  
Shawcroft, Ray Frith

**Social** - Helen McCrimmon, Mim Kershaw,  
Jan Bayliss

**Sailing** - Alen Garrett, Chris Wilson, Mathew  
Draper, Mary Brown, Sue Padget, Peter  
Watson, Peter Gratton

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

**Safety & Training** - Peter Gratton, Stan  
Jackson, Pauline Draper, Alen Garrett, Ray  
Frith

**Magazine** - Phil Seymour

## CONTACTS - Club Delegates

### Yachting Victoria

Hamish Hughes, John Baragwanath

### Yachting Western Port

Alen Garrett, Pauline Draper

### Boating Victoria

Mark Johnson

### Auditor

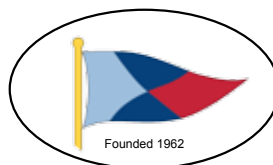
Cardell Assurance & Audit

### Maintenance Yard

Glenn Botterill - 0419 514 395

# The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981  
Reg No 6155



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### Marina Bookings - Casual Berths

Derrick Kershaw - 0484 828 073

### Marina Permanent Berth, Applications

secretary@nys.org.au

### NYS Quarterly Editor

Phil Seymour - 0400 647 911  
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Newhaven Yacht Squadron  
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San Remo Vic 3925  
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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*

**LAST DAY TO SUBMIT ARTICLES FOR NEXT ISSUE 31st October 2017**

# Welcome from the Commodore



**T**HIS IS MY LAST REPORT as Commodore of Newhaven Yacht Squadron. I have been your Commodore for the past 4 years since 2013, and as many of you know I have decided not to stand for re-election at this year's Annual General Meeting, and interested members are invited to nominate for this important and prestigious position in the Squadron.

My four years as Commodore has certainly gone fast. I am proud of the way the committee members have applied themselves to their particular tasks and I thank each and every member of the Committee and those in Sub Committee positions for their dedication and support throughout this time. Setting of policies, making decisions and examining opportunities, as well as day to day activities concerning the squadron, are decided through the Committee and the role of Commodore is akin to being Chairman of the Board. Many members have opinions on how the club should be run and what decisions should be made for the good of the club and its members. The Committee is appointed to undertake the decision making process and charged with developing policy and the management of the club. The Commodore's Role is not only to represent the club at various functions, but also to direct, facilitate and chair committee meetings. Sometimes the Commodore may need to get involved when the decision process is difficult due to enthusiastic debate, but in the end, all matters are put to the vote and a show of hands is normal process once an item has been tabled. I am proud of the way the Committee conduct themselves, always with great enthusiasm, excellent debate on issues, respecting different points of view but always looking at what is considered best for the club and its members as a whole. I would point out that all members of the Committee are volunteers, and the dedication, effort and time freely given to the club is to be commended.

The club is in great shape both financially and socially; in the time I have been Commodore there have been many decisions and activities that have improved the club as a whole. Given the size of the club and given that we employ only one part time accounts person, Vicki (who does a tremendous job) and pay a small retainer to Glen Botterill, (who runs the maintenance yard) every other activity is carried out by volunteers. If you consider everything that must happen to keep the club running, the end result is amazing. Thank you also to all the other volunteers who make the club function as well as it does. There are too many to name but these members volunteer out of a love for the club and they will know who I am referring to and that their input is invaluable and very much appreciated.

I plan to remain on the Finance Sub-Committee and will continue to be involved with the steering committee for our upcoming 21-year lease renewal (due for renewal in February 2018) which is currently in negotiation with Bass Coast Shire Council.

If you are interested in nominating for a committee position, I would be happy to discuss what the position of Commodore entails, or for that matter any other position that is eligible for re-election. If you have the skills and are passionate about the club, the elections will be held at the next Annual General Meeting on 14th October 2017 and this is your opportunity to come aboard and make a difference; it is a rewarding experience. Information on nominating is elsewhere in this magazine, or contact the Club Secretary, David Tonkin whose contact details are on the opposite page.

From January 1, 2017, the Child Safe Standards is a legal requirement that applies to all sporting organisations that operate and provide sporting services to children within Victoria. These Standards aim to protect children and reduce any opportunities for abuse or harm to occur.

All such sporting services are required to have a Child Safe Policy and a Child Safe Code of Conduct. The Newhaven Yacht Squadron Child Safe Policy can be found on the Newhaven Yacht Squadron website. The Newhaven Yacht Squadron Code of Conduct helps members, coaches, officials, volunteers and parents by providing them with guidance on how to best support children, and how to avoid or better manage difficult situations. It is a requirement that all members accept the Code by signing and returning a copy. Accordingly, all members will receive a copy of the Code included with the usual annual forms.

If you have not yet had a chance, please take the time to look at our website, [www.nys.org.au](http://www.nys.org.au) and also check our Facebook page; you will find lots of interesting information.

Once again, I thank all the members who have supported me in the role as Commodore and I wish everyone happy and safe boating. See you around the club!

Best wishes,

*Peter Buitenhuis*



# On the Water

## with the Rear Commodore

Alen Garrett



THE FULFILMENT of the generous decision taken by members at the 2016 AGM to build the Sailability dinghy storage shed, will lead to a new era at Newhaven Yacht Squadron. This, along with the recent purchase of four Hansa 303 dinghies will achieve a long held dream of many NYS members. Dinghy sailing, assisted by our powerboat members, is back on the agenda. We now have the means of fulfilling our recently developed Youth Plan alongside developing the dinghy aspect of our Sailability Program.

At last we are nearing completion of the Sailability dinghy storage shed. The foundations and floor have cost considerably more than expected and caused many delays. This was due to the unstable nature of the soil where we were constructing the shed. We appreciated the patients and diligence of the builder in working through these issues. The shed is looking really good now; we will need several working bees to complete it in preparation for the coming boating season. We can't wait to engage members in the rewards of accessing the shed and the possibilities it contains.

The initiative taken by NYS to build the shed has allowed us to be successful in gaining funding to purchase the four Hansa 303 dinghies. These specially designed dinghies are suitable for all ages and abilities to sail. The unique design and construction of these dinghies will allow us to develop the dinghy aspect of our Sailability Program. They have shown to be suitable for teaching novices how to sail, importantly they are safe and fun to sail. NYS has a Pacer dinghy, so we now have a reasonable size fleet of club dinghies. Additional to this, we can provide storage for members dingies in the shed. The Sailing sub-committee has responsibility to allocate these places; the main criterion is for boats to be frequently participating in NYS activities.

For many years we have wanted to complement our large Club boat with a small RIB when patrolling our dinghy races and sail training. This "Rubber Ducky" is essential to support the Sailability Program. We hope to be successful in gaining sponsorship to allow us to purchase this RIB.

In the past we have run "in-house" training for members skippering the Club boat for patrolling dinghy races and sail training. To enrich and formalise this training, six of our members will be undertaking the Safety Boat Operators Course. Due to our involvement in Sailability we expect that half of the training fee will be covered by Sailability Victoria. NYS will cover some of the remaining cost. This increase in knowledge and capability is essential for the dinghy aspect of our Sailability Program and will add to our resources at NYS.

The NYS Youth Plan, developed out of the Futures Discussion and accepted by the NYS Committee in 2016, can now begin. We finally have the fleet of dinghies, safety boats with trained operators and dinghy storage that is needed. Our recent experience developing the Sailability Program will make it possible to offer a similar program to our local Primary Schools and our younger members. There is a unique opportunity for many NYS members to contribute to achieving the many positive outcomes of this commenced initiative. In early January 2018 we have a great Family Day planned; fishing in the marina in the morning, sausage sizzle lunch followed by dinghy sailing in the afternoon.

There has been considerable input and hard work from members of the Committee and other members in achieving the progress made so far. I have avoided naming these members as this current project belongs to Newhaven Yacht Squadron and has ongoing development. We have commenced a journey that will benefit our community, our club and its members for many years.

Alen



*Above and below: Our new dinghy shed nears completion*



# Treasurer's Report

*John Baragwanath*



IT HAS BEEN A BUSY TIME for Vicki & me for the last couple of weeks ensuring the Squadron's "books" are spot on before the accountant and then the auditor inspects them. (It is strange to still call them "books" as everything is online!)

We need to ensure there is a justification for every payment made and that all income has been reported accurately. Guess what? It all has been thanks to Vicki's diligence and attention to detail. We then need to ensure that if we want to move any amounts via journal entries all justification is there for inspection – and it was.

Then it is the turn of the assets. We needed to look at our assets and decide what must be depreciated and what must be written off. This requires a deal of physical examination as well as comparing last year's depreciation schedules to the one for this year.

Next, in comes the accountant to ensure all the above has been completed before the auditor comes in to really look us over and ensure we have reported accurately and there are no financial problems within the NYS.

Preliminary figures look like we have had a reasonable year. Berth resales are up and membership has held strongly. Expenses are also up so they will need watching for the 2017 – 2018 Budget which is underway now.

This magazine has the Member's revised costs and charges for the Squadron Year 1 October 2017 to 30 June

2018. We do not think there is anything radical there. Most charges are CPI based and we have attempted to bring some rationality into the various Marina Fees and Charges.

The forthcoming Squadron year will be for only nine months until we align our NYS year with the financial year. You will notice on your invoices upon receipt that some of the charges are being invoiced at 75% of the revised rate to reflect that. From July 1 2018 our Financial Year and the NYS Club year will be aligned which will be of great benefit to your Committee – and especially the Treasurer!

Part of the budgeting now under way is working out how we can fund the various projects around the Squadron and which ones will have to wait another year. The Committee have all put their budgets in to me and this is now being considered. Also of great importance are the major projects that may run over more than one year and what prioritisation is given to each one.

The really important matter to report is that your Squadron is in a good financial condition and position. There will be a far more detailed report with the Financials prepared for the AGM in October as all figures will have been audited by then and the budget for the forthcoming year set.

Member input is always welcome and my contact details are at the front of the Quarterly.

Best regards,

*John*

## Notice to all Members

You will shortly be invited to renew your Membership to the Newhaven Yacht Squadron.

Your membership fee will be for 75% of the Membership Fee as struck by your Committee and takes your membership from 1 October 2017 to 30 June 2018.

This is because at the 2016 AGM it was agreed to align both the Financial Year (July to June) and the Squadron Year (October to September) to the Financial Year from 1 July 2018.

There are significant benefits to management of the Squadron in doing so.

You will be invoiced sometime in May 2018 for the 2018 – 2019 Financial Year (which will also be the Squadron Year) at the then prevailing Membership Fees.

Any other fees and charges struck on the Squadron Year will be converted to the Financial Year and will be explained to you when the invoice is rendered.

Should you be confused at all with the process – simply pay what is on your rendered invoice. If still confused, email me at [treasurer@nys.org.au](mailto:treasurer@nys.org.au)

**See page 13 for pro-rata list**



# NYS Committee Members



Peter Buitenhuis  
Commodore



Derrick Kershaw  
Vice Commodore



Alen Garrett  
Rear Commodore



David Tonkin  
Secretary



John Baragwanath  
Treasurer



Hellen McCrimmon  
Social Secretary



Peter Gratton  
Safety Supervisor



Mary Brown  
Boating Secretary



Stan Jackson  
Training & Grants Officer



Garry Richards  
Other Member



Phil Seymour  
Other Member & Quarterly Editor



Tom Rawlings  
Other Member



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**Andy Chappell 0407 996 763**  
(NYS Member)

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- Yacht Chandlery
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- 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)

# Dates to Remember

Date	High Tide	Low Tide	Event	Briefing	Start	OOD
SEPTEMBER 2017						
Friday 8			Committee Meeting		1800	Peter Buitenhuis
Saturday 9			Sailing Sub-Committee		1000	Alen Garrett
Saturday 9	1501 - 2.85	2052 - 050	Winter Race 6	1200	1300	Peter Gratton
Saturday 9			BBQ to welcome Spring. \$10		1800	Social Sub-C
Saturday 23	1504 - 2.84	2059 - 0.39	Aggregate Race 1	1200	1300	Katana
Saturday 30			AFL Grand Final			
OCTOBER 2017						
Sunday 1			Daylight Savings Start			
7th & 8th			Safety Boat Operator Course			
Saturday 7	1443 - 2.73	2037 - 0.54	Aggregate Race 2	1200	1300	Bumble Bee
Sunday 8	1530 - 2.80	0908 - 0.68	Dinghy Training <b>Postponed</b>			
Sunday 8			Fire Drill			
Friday 13			Committee Meeting		1800	Peter Buitenhuis
Saturday 14			Annual General Meeting		1430	Peter Buitenhuis
Saturday 14			Trivia Night. \$10 per head		1800	Social Sub-C
20th to 22nd			Phillip Island GP			
Saturday 28	1845 - 2.50	1248 - 0.97	Single Hander (May be delayed)	1200	1300	Apricot Free
NOVEMBER 2017						
Saturday 4	1307 - 2.59	0643 - 1.01	Aggregate Race 3	1200	1300	Kara Kara
Sunday 5	1403 - 2.67	2002 - 0.39	Dinghy Race 1 & 2	1200	1300	Peter Watson
Tuesday 7			Melbourne Cup Day		1200	Social Sub-C
Friday 10			Committee Meeting		1800	Commodore
Saturday 11	0656 - 3.06	1242 - 0.68	Around Phillip Island, Half Island	0900	1000	Alen Garrett
Saturday 11			BYO Finger Food to share		1800	Social Sub-C
Sunday 12			Working Bee			Vice Commodore
Saturday 18	1320 - 2.49	1923 - 0.64	Opening Day	1300	1400	Rear Commodore
Sunday 19	1411 - 2.51	2013 - 0.55	Dinghy Race 3 & 4	1130	1230	Peter Watson
Sunday 19			Discover Sailing (After the Race)		1430	Alen Garrett
Friday 24	1712 - 2.58	2309 - 0.46	Start 24 Hr Snapper Competition		1500	
Saturday 25	1746 - 2.53	1151 - 0.90	Finish 24 Hr Snapper Competition		1500	
Saturday 25	1746 - 2.53	1151 - 0.90	Aggregate Race 4	1200	1300	Yasowa
Sunday 26	1824 - 2.48	1223 - 0.91				
DECEMBER 2017						
Saturday 2	1117 - 2.54	1722 - 0.59				
Sunday 3	1222 - 2.55	1828 - 0.44	Dinghy Race 5 & 6	1030	1130	Peter Watson
Thursday 7	1614 - 2.81	2213 - 0.04	Golden Oldies	1500		Alen Garrett
Friday 8			Committee Meeting		1800	Commodore
Saturday 9	1758 - 2.78	11.43 - 0.59	Commodore's Cup	0900	1000	Commodore
Saturday 9			Christmas Dinner Dance		TBA	Social Sub-C
Sunday 10	1851 - 2.72	1229 - 0.58				
Saturday 16	1133 - 2.41	1746 - 0.70	Dinghy Training		1030	
Sunday 17	1231 - 2.36	1844 - 0.67				
Saturday 23	1651 - 2.53	1058 - 0.87				
Sunday 24	1730 - 2.51	1129 - 0.84				
Monday 25			CHRISTMAS DAY			
Saturday 30	0931 - 2.60	1545 - 0.45				
Sunday 31	1032 - 2.55	1645 - 0.39	New Year's Eve		1800	Social Sub-C
JANUARY 2018						
Monday 1			New Year's Day			



# Social Scene

*Helen McCrimmon*



THIS MESSAGE IS COMING TO YOU from Port Douglas where I am currently enjoying the beautiful warm weather and everything else it has to offer. I have also been fortunate to gather together six NYS club members who happen to be in the area. Marianne and Peter Watson (also known as 'Watto'), Tom Rawlings and Jan Bayliss and Hardy and Rosemary. We had a fabulous Happy Hour or two or maybe three.

Anyway back to social news. Over the last few months the '2nd Saturday of each month' happy hours / dinners have continued to be a success. There have been many members who haven't been to the club for a while turning up and being very surprised and happy to catch up with so many people they haven't seen for some time. I do hear comments like this all the time and it's exciting as they then they come back next time. We have also many new members come along and bring friends or family with them also.

Jan Bayliss, the only other person on the social sub-committee and I decided to give these dinners a go in an attempt to get people back to the club, and I must say from the feedback and the attendance it has been worthwhile. Moving forward we may need to get people to provide numbers of who will be coming along so we can ensure we are catering adequately. But I shall advise when and how this will commence in the future.

We have put all the social activities for the remainder of the year on the website so please check them out and note them in your diary. We did have a mid year dinner arranged

but unfortunately we had to cancel this a week out as we didn't have the numbers to ensure we could cover the costs, however I did hear of a few people say they wanted to come but hadn't put their names down, so if in future you are thinking of attending please email [social@nys.org.au](mailto:social@nys.org.au) at the latest two weeks out. This would be very helpful.

Jan and I have received many requests to hold a trivia night, so after popular demand we have planned this as a replacement for the '2nd Saturday night of the month' for October. Full details will be on the site very soon. As we are expecting this to be very popular there will be a need to book tables or numbers. I'm really looking forward to this being a very fun filled night!!!!!!!!!!

We have lots planned for the summer months around the club however if you have any suggestions it would be greatly appreciated or if you like to join Jan and I on the Social Committee you would make us very happy.

Cheers from sunny Port Douglas!

*Helen*

## More than just a sailing club

You may not be aware that our Club regularly makes our rooms available to community groups for their meetings and other functions. In many cases our facilities are provided free of charge while for others a nominal fee may apply. In doing so NYS is proud to be part of Phillip Island's vibrant society.

Pictured here are Ambulance Victoria members attending an Obstetrics and Newborn Resuscitation clinical night.

*Booking enquiries: Phone:5956 7515 Fax:5956 6127*



# MARINA BERTH WAITING LIST

NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12	Times relisted
T. Boschma	4/1/2011	4/1/2011							X	Twice
J. Groves	1/11/2014	2/7/2014	X							Once
A. Dear	2/7/2014	2/7/2014		X						
C. Bailey	9/7/2014	10/11/2014	X	X						
R. Hemmings	10/25/2014	10/25/2014			X					
S. Konstantopoulos	10/25/2014	11/8/2014	X	X						
T Rawlings	1/21/2015				X					
J. Barwick	3/6/2015				X	X				
J. Reiter	RELISTED	3/27/2015			X					Three
R. Morganella	RELISTED	3/27/2015	X	X	X					Once
C. Northover	RELISTED	3/25/2014			X					Twice
B. Matthew	3/31/2015	6/13/2015							X	Twice
A. Hart	4/8/2015	6/13/2015	X	X						
P. Collins	4/16/2015	4/16/2015	X							
A. Rea	5/28/2015	6/13/2015		x						
D. Talbot	6/12/2015	6/12/2015	X	X						
F. Moretti	9/2/2015	9/2/2015			X	X				
R. Buckley	9/28/2015	9/28/2015	X	X						
Alex Van Rennes	11/11/2015	11/11/2015		X	X	X				
Bruce Atkins	11/20/2015	11/20/2015	X							
Frank Orlandi	11/22/2015	11/22/2015	X	X						
Peter Geyer	12/21/2015	12/21/2015	X			X				
Steve Flack	RELISTED	4/1/2011		X						Twice
Andrew Brown	4/5/2016	6/1/2016			X					
C. Campbell	RELISTED	6/13/2016	X							Twice
P. Young	RELISTED	7/31/2012		X						Relisted
Rod Tresise	9/16/2016	9/16/2016			X	X				
M. Sando	RELISTED	10/12/2013		X	X					Relisted
Mark Szutta	11/14/2016	11/29/2016		X	X	X				
Paul Miller	12/2/2016	12/12/2016		X	X					
D. Sadlier	8/24/2013	10/12/2013	X	X						Twice
B. Ryan	1/20/2017		X	x	x					
A. Beams	1/23/2017		X	X	X					
B. Dennis	2/26/2017		X	X	X					
Gary Bould	RELISTED	5/17/2014					X			Relisted
Peter Benjamin	RELISTED	1/25/2013					X			Relisted
Russell Motton	4/18/2017		X	X						
N. Blackmore	5/1/2017			X	X					
Scott Newman	4/25/2017						X			
Con Girait	6/25/2017			X	X	X	X			
David Chen	7/17/2017							X	X	
Warwick Tempany	7/19/2017		X	X	X					
Three Amigos	7/31/2017	SYNDICATE			X	X	X			
Michael Dixon	8/7/2017								X	

UPDATED 7<sup>TH</sup> AUGUST 2017

# NEW CLUB SPORTSWEAR

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

*Dress up and be proud of your Squadron!*



NAVY AND WHITE LONG SLEEVED HOODIE – \$45



CAPS – \$16

NAVY AND WHITE LONG SLEEVED POLO – \$35



KIDS' HATS – \$16



NAVY LONG SLEEVED SOFT SHELL JACKET – \$100



HATS AND VISOR – \$16

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

## Catch of the Day

Gary Simmons (wearing regulation NYS shirt and cap) kindly sent this addition to our "Catch of the Day". He writes:

*I took these on 23 April of my eldest son Scott and me aboard my boat which is a Whittle CR 2180 we've called "Cruzin' Tyme" during a great day fishing just off the old "cop shop" point. Weather was perfect and the water was like glass. I flew Scott down from Qld where he now works and lives as he marched with me on Anzac Day in Melbourne.*

*The photo is of me with my two sons Scott and Derryn and my three grandchildren, Boyd, Rory and Blake were taken on Anzac day in Melbourne.*



*As a descendant I join with other descendants and we all march under the banner of my late father's WW2 Battalion, the 2/29th AIF Battalion. I then race back to Collins Street where I march again with my own Regiment.*

*By the time we had marched twice I was very grateful for an offer by the RSL who were operating a shuttle service in golf carts "for aging veterans!" (first time I've been called an aging veteran!) from the Shrine back to Flinders Street.*

Many thanks, and well done Gary!





# Deft Definitions

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- Sailing** - The fine art of getting wet and becoming ill, while going nowhere slowly at great expense.
- Boom** - Called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called 'boom, boom.'
- Calm** - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.
- Course** - The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.
- Crew** - Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.
- Current** - Tidal flow that carries a boat away from its desire destination or toward a hazard.
- Flashlight** - Tubular metal container used on shipboard for storing dead batteries prior to their disposal.
- Fluke** - The portion of an anchor that digs securely into the bottom, holding the boat in place; also, any occasion when this occurs on the first try.
- Zephyr** - Warm, pleasant breeze. Named after the mythical Greek god of wishful thinking, false hopes, and unreliable forecasts.
- Gybe/Jibe** - A common way to get unruly guests off your boat.
- Tack** - A common sticky substance left in the cockpit and on deck by other people's kids. (See Gybe/Jibe for removal technique.)
- Telling stories** - A fairy-tale begins 'Once upon a time...' A sea story begins 'So there I was...'
- Cruising** - Fixing your boat in exotic locations.
- Anchor light** - A small light designed to discharge the battery by morning.
- Beating to windward** - A method of flogging crew to increase upwind performance when racing.
- Bitter end** - The finish of a race when you are last over the line.
- Chart** - A type of map which shows exactly where you are aground.
- Clew** - An indication from the skipper as to what he might do next.
- Deadrise** - Getting up to check the anchor at 0300.
- Dead reckoning** - A course leading directly to a reef.
- Deviation** - Any departure from the captain's orders.
- Dunnage** - See Rhumb line for process.
- Emergency mooring lines** - Old ropes too rotten to use regularly but too good to throw away.
- Estimated position** - A place you have marked on the chart where you are sure you are not.
- Flying jib** - Any jib when the sheets have gone overboard.
- Freeboard** - Food and liquor supplied by the owner.
- Great Circle Route** - The ship's course when the rudder is jammed.
- Hanging locker** - A small, enclosed space designed to keep foul weather gear wet and to turn all other clothing green.
- Headway** - What you are making if you can get the toilet to work.
- Heaving line** - A rope used to hold onto while being sick.
- Landlubber** - Anyone on board who wishes he or she were not.
- Latitude** - The number of degrees off course allowed a guest at the helm.
- Life preserver** - A mildewed device for emergency use, stowed under the extra lines and anchors.
- Pitch** - Why do altos and sopranos make good sailors? Because they can handle high seas.
- Port** - A fine wine, always stowed on the left side of the boat.
- Reef point** - The part of a rock sticking out of the water.
- Rhumb line** - Two or more crew members waiting for a drink. Spelling is archaic.
- Sextant** - A device for detecting the night-time activity of guests.
- Shroud** - Equipment used in connection with the wake.
- Spinnaker** - A large sail used in dead calms to keep the crew busy.
- Spring line** - A rope purchased at the beginning of the season.
- Swell** - A wave that's just great.
- Tell-tale** - A crew member who lets the guests know that the skipper usually gets seasick.
- Variation** - The change in menu effected when the labels have soaked off the canned goods.
- Pulpit** - somewhere you go to pray you are going to pick up a mooring buoy.

## NOTICE OF COMMITTEE POSITIONS FOR RE-ELECTION OR VACANT

*The following positions on your committee are coming up for re-election at the AGM to be held in the Squadron clubrooms on 14th October 2017, commencing at 2.30pm.*

**COMMODORE** (position currently held by Peter Buitenhuis who is not standing for re-election)

**REAR COMMODORE** (position currently held by Alen Garrett, who is not standing for re-election)

**SECRETARY** (position currently held by David Tonkin, who is standing for re-election)

**SOCIAL SECRETARY** (position currently held by Helen McCrimmon, who is standing for re-election)

**SAFETY SUPERVISOR** (position currently held by Peter Gratton, who is standing for re-election)

**OTHER COMMITTEE MEMBER** (position currently held by Gary Richards as Motor Boating and Angling portfolio, who is not standing for re-election)

Nomination forms are available from outside the NYS committee meeting room or requests by way of email to the Secretary [secretary@nys.org.au](mailto:secretary@nys.org.au)

Completed Nomination forms must be in the hands of the Secretary prior to 5.00 p.m., Friday 22 September 2017.

This can to be done either by way of email or by delivery to the Committee mail box, located on the door of the Committee room.

## NYS FEES AND CHARGES

### PRO-RATA EFFECTIVE FROM 1 OCTOBER 2017 TO 30 JUNE 2018

*See page 5 for explanation*

#### Membership Fees

	<b>Annual Fee</b>	<b>Pro-Rata Fees</b>
Annual Subscription - Senior Member	\$220.00	<b>\$165.00</b>
Annual Subscription - Associate Member	\$0.00	<b>\$0.00</b>
Annual Subscription - Social Member	\$65.00	<b>\$48.75</b>
Annual Subscription - Absent Member	\$50.00	<b>\$37.50</b>
Annual Subscription - Junior Member	\$15.00	<b>\$11.25</b>
Annual Subscription - Crew Member	\$110.00	<b>\$82.50</b>

#### Marina Fees

<b>Berth Capacity</b>	<b>Entry Licence Fee</b>	<b>Designation</b>	<b>Annual Fee</b>	<b>Pro-Rata Fees</b>
6.00 Metres	\$11,275	C1	\$303.00	<b>\$227.25</b>
7.50 Metres	\$17,425	C2	\$376.00	<b>\$282.00</b>
8.25 Metres	\$23,000	C3	\$418.00	<b>\$313.50</b>
9.00 Metres	\$27,000	C7	\$434.00	<b>\$325.50</b>
9.75 Metres	\$36,500	C4	\$470.00	<b>\$352.50</b>
10.50 Metres	\$45,000	C5	\$513.00	<b>\$384.75</b>
12.00 Metres	\$60,000	C6	\$585.00	<b>\$438.75</b>



# ***INVERLOCH*** **MARINE**

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# Safety

Peter Gratton



**T**HIS YEAR WINTER SEEMS to be exceptionally cold and wet. I'm sure statistics will prove me wrong but that's how it feels to me. Summer can't come quickly enough! I mention the weather because safety is also about being prepared for cold and wet weather.

Make sure you are wearing warm clothing and if necessary your wet weather gear. Being cold is bad enough, but being wet as well is a whole different ball game. Hypothermia can quickly become a problem and cause all sorts of issues including shivering and mental confusion.

As spring and the new boating season approaches, now would be a good time to make sure all your safety gear is in good order. If you have an EPIRB, test the battery to make sure all is OK. I have to notify AMSA every two years that the registration has not changed.

Check your PFD's annually—you can do a self check. This is a legal requirement. Make sure your flares are current; if more than three years old they will need replacing.

It's a good idea to have a chart displaying where the safety gear is stowed. This list should include the battery isolator and fuel cut off switch.

We recently had to help a boater find his way back to the public ramp as he had run aground and had no idea which way to go to get off the mud. Talking to him later he said he had a Plotter/fishfinder but only knew how to use the fish finder! So, if you have the equipment learn how to use it.

A good anchor is an absolute necessity. I recently bought a new 22kg Sarka to replace the 22kg CQR that came with Julini. To my mind the CQR is absolutely useless as we found out while on anchor at Deal Island.

After a wind shift, Julini dragged her anchor and headed for the rocks in East Bay. We were off the boat and wandering around the light house when I noticed Julini was not where we had left her! Luckily the anchor grabbed just as I reached her after a cold swim. Aggie and my friend Dick arrived in the tender and helped me to clamber aboard. There was no way I could get aboard by myself. If you do end up in the water, make sure there is a method for you to get back onto your boat. Now, we leave the ladder down when we leave the boat!

With regards this year's return of Safety certificates and Insurance details it's good to report that we had 100 % success. Your early response saves a lot of time and effort by Vicki and myself in chasing up the slow returns. With the new forms coming out in September I hope we can repeat this year's great result.

Safe boating,

Peter

## FOR SALE

**Like to get into boating, and maybe do some fishing around Westernport? Here is what you will need....**

A small, simple boat for 2-4 people, with good layout for fishing, adequate power from the 60hp four stroke outboard, solar battery maintenance (if in a marina or outdoors), and a trailer as well. Canopy requires some restitching, fibreglass gelcote is becoming chalky, motor cover paint is fading but the motor has only about 129hrs and runs well. Plus Navman GPS, Hummingbird depth sounder, new battery early 2017, and double 20 litre removable fuel tanks. Includes basic safety equipment. Boat and trailer registration are current.

Vessel currently located in Newhaven area for viewing. Available now to get ready for the coming summer. Glen Botterill is familiar with this vessel, and may be able to advise prospective purchasers.



**Best offer above \$5,000**

**Anthony Mott (1539)  
0408 360 724, or 9878-7181.**

# Training

*Stan Jackson*



## VHF RADIO COURSE

On Sunday, July 16, Peter Donaldson conducted a very informative day taking nine participants through a tour of the technical and legal intricacies and the etiquette of proper use of the VHF radio.

During the morning session Peter took us through the Marine VHF Radio Operator's Handbook and spent time in our radio room showing us how the radio works, and what all the buttons are for. Consequently, all the participants found that this piece of essential equipment (which, in general most of us have very little knowledge of its broader operational capabilities) has a great deal more to offer us than they thought.



*Peter explains the features of a VHF transceiver*

The afternoon session saw the participants undertake the examination to acquire their VHF radio licence, which is now officially known as the Short Range Operator Certificate of Proficiency (SROCP). Well done to all participants for successfully completing the examination.

Below is a list of new 'learnings' noted by the participants as a result of the day:

- the correct way to set squelch
- the radio can be set to low power for transmitting short distances, and high power for transmitting longer distances
- the radio will automatically switch from low power to high power when transmitting on Channel 16
- the importance of antenna height in terms of achieving greatest range
- DSC (Digital Selective Calling) can be used to send automated distress calls on Channel 70
- consider getting a small solar-powered 12 Volt battery dedicated for only the radio in case of primary power failure
- SOLAS stands for Safety Of Life At Sea
- you can pre-program the scanning button
- the importance of understanding how to operate the radio before heading out

We were extremely fortunate to have Peter take this course. He has extensive boating experience in a wide variety of contexts. As a service to our local Yachting Westernport clubs, Peter took the day at no charge. We thank you, Peter.

## SAFETY BOAT OPERATOR COURSE

With the acquisition of our four Hansa dinghies and the near completion of the dinghy storage shed we are in a position to include dinghy sailing to enhance our Sailability program. We are also able to use the dinghies to step up our Introduction to Sailing events. With the increase in boating activities requiring support safety vessels, the Committee has acknowledged the need for competent, qualified Safety Boat operators. Consequently, we have arranged for a recognised Safety Boat Operator Course to be conducted by Westernport Yacht Club at Balnarring over October 7 & 8 this year. Six members who have made a commitment to skipper/crew in Safety Boats during club events will participate in the course.

## FIRE DRILL

I wish to remind you that there will be a fire information and response day on Sunday, October 8. The day will comprise an information/discussion session in the morning, followed by a practical response session in the afternoon.

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

Happy and safe boating,

*Stan*



*Nine participants at NYS clubrooms gain their SROCP certificates*

## CLUB COMMUNICATION and PROMOTION

An outcome of last year's Future Planning process indicated that communication within the club and promotion of the club (especially to attract younger members) were areas that needed improving. Accordingly, some strategies have been put in place to address these areas.

### CLUB WEBSITE

( <http://www.nys.org.au/> )

Our website is intended to be the primary source of up-to-date information for members and non-members about our facilities, membership, and boating amenities and programs.

It contains information about forthcoming events including sailing, fishing, and social events; as well as a full Calendar of Events.

The News section includes Notices for Members, Committee reports, activity/event reports, and Quarterly Magazine archives.

There is a Buy & Sell section where you can seek or sell anything boating from a boat, trailer, tender to electronic equipment, rigging, ground tackle – anything to do with boating. This is a free service for members. To include an advertisement just send an email to [stanjack15@gmail.com](mailto:stanjack15@gmail.com) with the following details and some photos: price, location of the item, your name and phone number; and indicate the condition of the item (e.g. excellent, good, fair).

### CLUB FACEBOOK PAGE

( <https://www.facebook.com/NewhavenYachtSquadron/> )

The Facebook page also contains information about forthcoming events; but its major function is to provide a more informal platform to portray club happenings and to promote the positive and fun goings-on associated within our club. We want the Page to be interactive, and hope that members (and non-members) involve themselves with the Page. Examples of these 'happenings' may be club social events, racing events, fishing missions, cruising reports – or just goings on around the marina.

If you haven't already, have a look at the Page; and we encourage you to *Like*, *Follow*, *Share*, and *Write something on this Page*.

*Stan Jackson*



**YOUR CLUB NEEDS  
YOU!**

**WORKING BEE**

Sunday 12<sup>th</sup> November 2017

Work starts at 9am

Many hands make light work. Come along and support your club. All work no matter how small is appreciated.

✱

On arrival please contact the OOD for allocation of tasks

✱

Bring along any tools you may think necessary

✱

Morning tea, drinks and BBQ lunch provided

✱

Watch for more information on notice boards and Web page



# Clubhouse News

*Derrick Kershaw*



IN MY LAST REPORT I EXPLAINED that we were trying to fix a fault with the front lead light in the marina. We fitted a new battery and have now replaced the light itself and it works fine. A few weeks later Murphy's law intervened and the rear lead light malfunctioned and that battery also had to be replaced. In case you are out after dark during our 'mild' winter nights, both are now working correctly, but we have purchased a second new light just in case. To give you an example of where some of your fees go, it cost nearly \$2,500 to replace these batteries, lights and regulators.

A task we will be undertaking this winter is the maintenance of the steel piles in stage 1-4 of our marina which Peter Watson informed us has not been done for a several years. A new compressor and needle gun has been purchased and Glen is going to tackle this messy job. The rust has to be removed and the piles recoated but this can only be done for a short time at low tide so it will take some time and involve moving boats. Hopefully, some of them will have been taken home for the winter.

Whilst on the subject of the older part of the marina, some members have expressed concern about the amount of funds the club has accumulated and invested. I recently obtained a rough costing to replace stages 1-4. To remove and replace 25 walkways, 51 fingers, gangway and plumbing and electricity services etc., would be just short of \$1.9 million.

I am using this report to familiarise you with an important issue, namely the dredging of our marina, which will be discussed at our AGM on the 14th October. The marina was built in 1973 and was first dredged in 1993. The next time was in 2008, but it was only the north arm and entrance channel that was dredged during the marina expansion. In late 2016, a hydrographic survey was conducted and ascertained that a total of 1,422 cubic metres of silt (167 truckloads) had accumulated in the 8 years between 2008 and 2016. Several boats are already sitting in the mud in their berths at low tide, some incurring damage to the fibreglass on their keel. We are attempting to relocate some of them in deeper berths but this is only an interim fix. Silt will continue to accumulate in the marina and the problem of desilting will not go away and it needs to be addressed.

As you are no doubt aware, we have spent some considerable time researching various options to address this issue. It involves obtaining authority from various government departments such as the Environmental Protection Authority, Department of Water, Environment, Land and Planning, Parks Victoria and Bass Coast Shire. A Coastal Management Act Consent for a Dredging Proposal has to be obtained and the whole process is a bureaucratic nightmare.

There will be a major cost involved, a mini dredge comes at \$3,000 a day, but the main issue is the disposal of the dredged material. In 2008, it was taken to the Phillip Island Race Track but they will not accept any more, neither will the quarry, golf course or any other local land owners. It cannot be deposited in the bay and there are no nearby spoil grounds offshore. We have therefore examined whether we can dispose of it on-site within our lease area which is being increased as a result of our Sailability project.

With the help of Jeff Shawcroft and George Reek, a proposal has been developed to install a steel sheet piling wall along our new boundary line around the maintenance yard which is shown in the attached diagram. It is estimated that there would be about 817 cubic metres of space behind the wall to store the dredged material. It will take some time for it to be de-watered but eventually the volume of the dried consolidated material could be reduced by as much as 40 to 60 per cent. In a few years, it may be possible that the material could be removed and trucked to landfill. This means that this plan may even be used for a number of dredges and meet both our short-term and long-term needs.

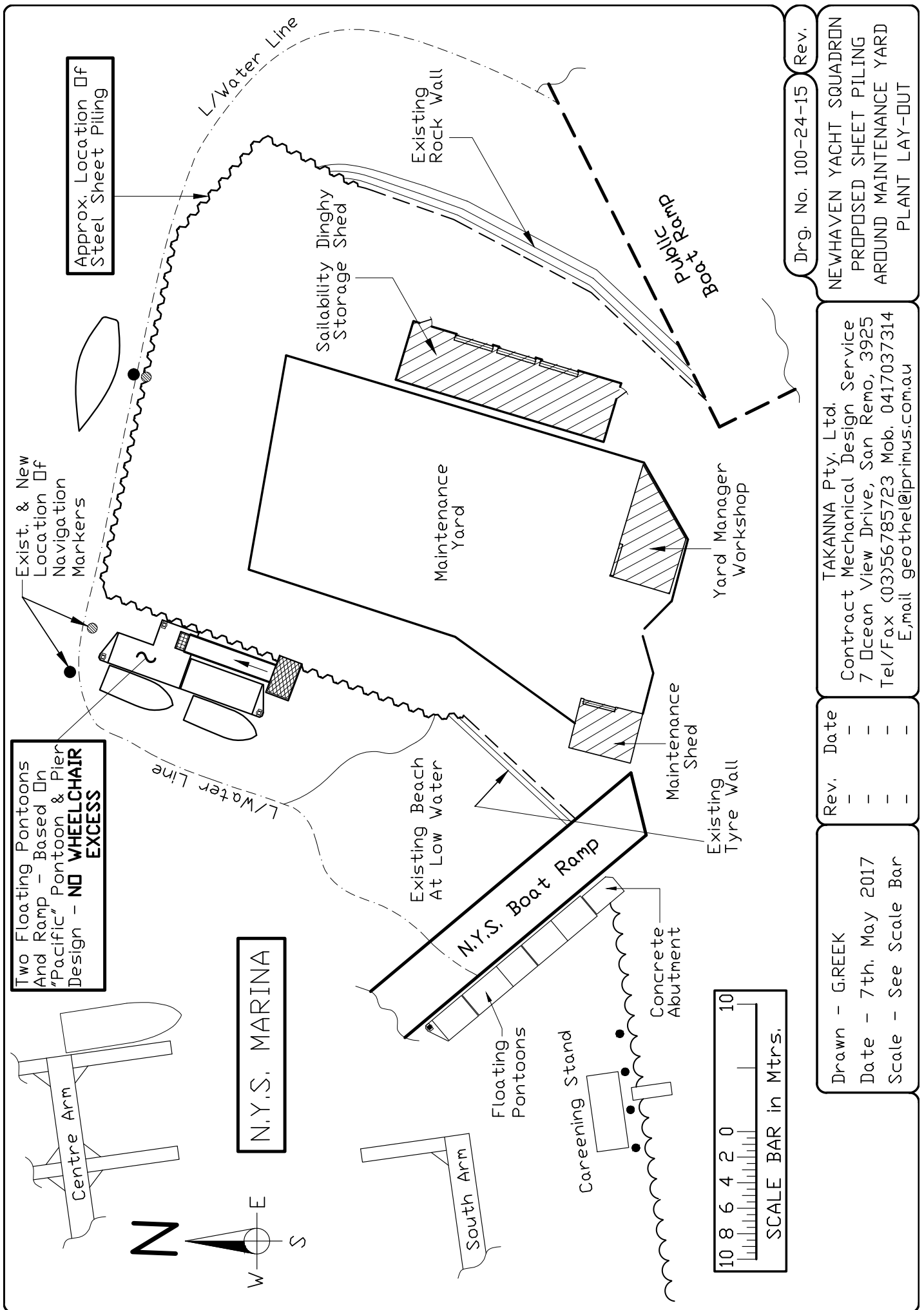
So, if on site storage is viable, then what about the actual dredging? As I pointed out above, to hire a mini dredge is approximately \$3,000 per day and a fee is still due even when bad weather prevents its operation. Therefore, it is proposed that we obtain our own second hand one or even mount a pump on a small punt and take our time to slowly dredge the effected parts of the marina. A low pumping rate would also negate problems with dirty plumes and we can operate it ourselves when we want and thereby limit interference to normal marina operations and events.

There are other benefits from this dredging proposal. The sheet piling wall will increase the usable area around the maintenance yard and will enable the construction of a floating pontoon as shown in the diagram. The latter will provide a much-needed pontoon to help members launch and retrieve boats during the busy summer months when our ramp is busy and sometimes restricted at low tide.

There is more work to do on this plan but I hope this article provides you with the basic information necessary to understand what will put to you at our AGM. Please feel free to contact myself or any of the marina sub-committee members if you have any questions or suggestions before-hand.

All the best,

*Derrick*



# Boating and Fishing

Garry Richards



WINTER TIME ON THE BAY is a lonely place. I haven't seen too many fishermen out chasing fish, and with the weather cold wet and windy I don't really blame you. Besides, with members taking off to the warmer parts of the world I think they have taken the fish with them, hope they don't forget to send them back.

Winter is a good time to sit in a nice warm place and catch up on some gear maintenance. When the sun does appear, the boat and trailer could do with some TLC as well.

Due to work commitments I have decided not to stand for re-election on the committee. I have enjoyed my time and hope I will leave a small mark that has added benefit to Motor Boats and Angling, like the implementation of the floatation devices and trying to get more interest in the fishing comps. But most rewarding of all was seeing the participation the young kids being introduced to fishing. You will still see me around the squadron, keeping a keen interest in what's going on, helping if I can, and hope to spend more time on the water, and once retired maybe even stand again for the same position.

This is the last magazine before the AGM, so I would like to spend some time talking about the proposed fisherman's pontoon next to the maintenance yard. This pontoon has been talked about for a long long time, along with the desilting of the Marina, so with the assistance of the marina sub-committee we have finally got some plans together along with costs. Derrick and Jeff on that sub-committee have been working hard on this over the last few months, although there is still a lot to be done. We are now at a stage where we need your support for this. So I strongly suggest all those fishermen and boat owners that have been asking about this pontoon, wanting it and needing it for a long time, now is the time for you to show your support and stand up and have your say. *The pontoon next to the maintenance yard is calling on you to be at this year's AGM and Vote.*

And lastly I've been talking to King Neptune and he tells me "the snapper are on their way"!

Garry

*Give a man a fish and he will eat for a day.  
Teach him how to fish and he will sit in a boat and drink beer all day.*

## Newhaven Yacht Squadron Year-round Fishing Competition Rules

The competition will start at 0800hrs on the day after Presentation Night (2016) and finish at 1500hrs on Presentation Night 2017. All fish sizes must comply with the Victorian Recreational Fishing Guide 2013 or as amended.

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

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

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

Entry is free.

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

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

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

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

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# Welcome Aboard



John Chen  
Murray and Jan Gilchrist  
Peter Evans  
Tina and Kelly Girit  
Ben and Melissa Richards

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

Come along and join in the activities or just drop into the Clubhouse for a cuppa anytime.

We have an informal BYO Happy Hour every Saturday evening from 6pm where we would love to catch up with you, so please feel free to call in and share the company.

## Newhaven Boat-yard

at the Newhaven Yacht Squadron Marina



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

For all your boat maintenance and repair requirements

Non members are welcome

For further information call

**Glenn Botterill on 0419 514 395**

## Some important points when submitting items for the Quarterly

**Photos:** 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 (more pixels), and when submitting a photo please include information about who or what is in the picture.

**Articles:** These should be in a Microsoft Word compatible format (.doc or .docx) or Rich Text Format (.rtf).

Acrobat (.pdf) is acceptable but bear in mind this format cannot be altered. Usually best for advertisement insertions.

*The Editor, NYS Quarterly*

## Reminder to all Members

All members are reminded that to launch a craft of any type at the Squadron Ramp, or keep a craft in the Marina, it must be registered with a unique number supplied by the Squadron. The number, accompanied by "NYS" must then be displayed on the transom of the craft and lettering must be at least 50mm high. There is no limit to the number of craft a member may own but each one must have a unique number issued by the Squadron.

If you do not have a number, send an email to:

**[admin@nys.org.au](mailto:admin@nys.org.au)**

with a description of your craft and a number or numbers will be allocated to you. Suitable adhesive letters and numbers are available from both **Newhaven Hardware** and **Jim's Bait and Tackle**, San Remo.

Members are also reminded that only ONE craft can be launched at a time on your security tag and that it is the responsibility of members to relock the chain on the ramp after launching or recovering their crafts.

It is an offence for a member to lend their security tag to anyone else to enable them to launch a craft.

## Please Note

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



# The Newhaven Yacht Squadron Inc.

**SCHEDULE OF FEES AND CHARGES EFFECTIVE FROM 1 OCTOBER, 2017**

## **MEMBERSHIP**

**(Inc. GST)**

Annual subscription -Senior Member	220.00
Annual subscription -Associate Member	0.00
Annual subscription -Social Member	65.00
Annual subscription -Absent Member	50.00
Annual subscription -Junior Member	15.00
Annual subscription -Crew Member	110.00
Entrance (Joining) Fee – New Senior , Social or Crew Member	300.00
Key & Access Tag – Deposit (Refundable)	40.00

## **MARINA**

<b>Berth Capacity</b>	<b>Entry Licence Fee</b>		<b>Annual Fee</b>
-6.00 metres	11,275.00	C1	303.00
-7.50 metres	17,425.00	C2	376.00
-8.25 metres	23,000.00	C3	418.00
-9.0metres	27,000.00	C7	434.00
-9.75 metres	36,500.00	C4	459.00
-10.50 metres	45,000.00	C5	513.00
-12.00 metres	60,000.00	C6	586.00
Marina Berth – Application Fee			50.00

## **MAINTENANCE YARD**

Tractor – member per retrieve & launch	105.00
Tractor– non-member per retrieve & launch	175.00
Trailer – member per use up to 3 weeks	90.00
Trailer – non-member per use up to 3 weeks	162.00
Trailer – non-member additional charge per week or part thereof	152.00
Jet cleaner -member per use	38.00
Jet cleaner – non-member per use	58.00
Gantry -member per use	32.00
Gantry – non-member per use	68.00
Maintenance yard occupant-Member weekly after 3 weeks	105.00
Maintenance yard occupant – non-member per week	261.00

## **CASUAL MARINA BERTHS**

Member -day (daily charges not to exceed the weekly rate	30.00
Member – 1 week	100.00
Member – month – Boat Size 6m to - 8.25m	175.00
Member – month – Boat Size 8.26m to 10m inclusive	258.00
Member – month – Boat Size 10.1m and over	325.00
Visiting club member -daily charge	40.00
Visiting club member – weekly charge	153.00
Other visitors – daily charge	57.00
Other visitors – weekly charge	293.00
Key deposit – Marina (casual)	40.00

## **STORAGE**

Dinghy rack fee – per calendar year	120.00
-------------------------------------	--------

# TIDES FOR SAN REMO

Actual times - no correction needed

SEPTEMBER 2017				OCTOBER 2017				NOVEMBER 2017				DECEMBER 2017				
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	
<b>1</b> 0102 0.63 0748 2.52 FR 1332 1.14 1930 2.42		<b>16</b> 0111 0.27 0812 2.75 SA 1346 0.89 2000 2.60		<b>1</b> 0056 0.69 0848 2.56 SU 1433 1.16 2041 2.36		<b>16</b> 0248 0.55 0951 2.70 MO 1530 0.90 2205 2.53		<b>1</b> 0302 0.90 0959 2.54 WE 1547 1.07 2230 2.38		<b>16</b> 0445 1.04 1122 2.55 TH 1723 0.78		<b>1</b> 0339 1.04 1014 2.56 FR 1617 0.72 2319 2.58		<b>16</b> 0527 1.23 1133 2.41 SA 1746 0.70		
<b>2</b> 0140 0.70 0837 2.47 SA 1415 1.24 2016 2.34		<b>17</b> 0206 0.38 0914 2.69 SU 1445 0.96 2109 2.55		<b>2</b> 0241 0.77 0944 2.50 MO 1523 1.23 2142 2.31		<b>17</b> 0352 0.72 1053 2.63 TU 1638 0.92 2319 2.53		<b>2</b> 0410 1.01 1101 2.51 TH 1656 0.98 2345 2.49		<b>17</b> 0017 2.60 0600 1.11 FR 1223 2.50 1827 0.72		<b>2</b> 0451 1.11 1117 2.54 SA 1722 0.59		<b>17</b> 0050 2.62 0635 1.25 SU 1231 2.36 1844 0.67		
<b>3</b> 0224 0.76 0933 2.45 SU 1510 1.32 2115 2.28		<b>18</b> 0309 0.51 1018 2.66 MO 1555 1.00 2225 2.53		<b>3</b> 0336 0.86 1045 2.47 TU 1627 1.25 2254 2.31		<b>18</b> 0506 0.86 1158 2.59 WE 1750 0.88		<b>3</b> 0528 1.05 1205 2.53 FR 1804 0.82		<b>18</b> 0121 2.70 0708 1.11 SA 1320 2.49 ● 1923 0.64		<b>3</b> 0029 2.74 0607 1.12 SU 1222 2.55 1828 0.44		<b>18</b> 0145 2.70 0737 1.21 MO 1325 2.36 ● 1935 0.62		
<b>4</b> 0320 0.81 1035 2.46 MO 1620 1.34 2223 2.28		<b>19</b> 0422 0.63 1126 2.65 TU 1711 0.96 2342 2.57		<b>4</b> 0446 0.92 1150 2.49 WE 1742 1.18		<b>19</b> 0033 2.59 0622 0.92 TH 1301 2.59 1858 0.77		<b>4</b> 0056 2.67 0643 1.01 SA 1307 2.59 ○ 1907 0.61		<b>19</b> 0216 2.82 0808 1.05 SU 1411 2.51 2014 0.55		<b>4</b> 0133 2.92 0717 1.05 MO 1325 2.61 ○ 1930 0.28		<b>19</b> 0232 2.79 0830 1.14 TU 1414 2.39 2021 0.55		
<b>5</b> 0430 0.82 1138 2.51 TU 1735 1.27 2333 2.34		<b>20</b> 0539 0.67 1230 2.68 WE 1822 0.84 ●		<b>5</b> 0009 2.40 0604 0.92 TH 1253 2.54 1851 1.01		<b>20</b> 0141 2.71 0731 0.90 FR 1400 2.62 ● 1956 0.64		<b>5</b> 0200 2.88 0748 0.93 SU 1403 2.67 2002 0.39		<b>20</b> 0303 2.93 0858 0.99 MO 1455 2.55 2056 0.47		<b>5</b> 0232 3.09 0821 0.94 TU 1425 2.69 2028 0.14		<b>20</b> 0314 2.87 0915 1.05 WE 1456 2.45 2101 0.48		
<b>6</b> 0541 0.77 1237 2.60 WE 1838 1.11 ○		<b>21</b> 0053 2.67 0648 0.65 TH 1330 2.75 1923 0.67		<b>6</b> 0119 2.56 0715 0.85 FR 1351 2.63 ○ 1948 0.78		<b>21</b> 0240 2.85 0830 0.85 SA 1449 2.67 2045 0.50		<b>6</b> 0257 3.07 0846 0.83 MO 1456 2.75 2054 0.20		<b>21</b> 0343 3.00 0941 0.92 TU 1532 2.59 2133 0.42		<b>6</b> 0328 3.21 0917 0.82 WE 1520 2.76 2122 0.05		<b>21</b> 0351 2.94 0953 0.97 TH 1535 2.50 2138 0.44		
<b>7</b> 0040 2.46 0645 0.68 TH 1331 2.70 1928 0.90		<b>22</b> 0156 2.81 0748 0.61 FR 1421 2.81 2014 0.51		<b>7</b> 0223 2.76 0815 0.76 SA 1443 2.73 2037 0.54		<b>22</b> 0329 2.96 0920 0.80 SU 1531 2.71 2129 0.41		<b>7</b> 0348 3.21 0937 0.74 TU 1545 2.81 2143 0.09		<b>22</b> 0418 3.03 1017 0.89 WE 1607 2.61 2207 0.41		<b>7</b> 0419 3.26 1009 0.71 TH 1614 2.81 2213 0.04		<b>22</b> 0426 2.97 1026 0.91 FR 1614 2.53 2212 0.42		
<b>8</b> 0141 2.61 0738 0.60 FR 1418 2.79 2011 0.69		<b>23</b> 0248 2.92 0839 0.59 SA 1504 2.84 2059 0.39		<b>8</b> 0318 2.94 0908 0.68 SU 1530 2.80 2123 0.33		<b>23</b> 0410 3.03 1003 0.77 MO 1608 2.72 2206 0.37		<b>8</b> 0436 3.26 1025 0.68 WE 1631 2.83 2230 0.05		<b>23</b> 0450 3.02 1050 0.87 TH 1639 2.60 2238 0.42		<b>8</b> 0508 3.24 1056 0.64 FR 1706 2.81 2301 0.11		<b>23</b> 0500 2.97 1058 0.87 SA 1651 2.53 2245 0.44		
<b>9</b> 0236 2.76 0827 0.54 SA 1501 2.85 2052 0.50		<b>24</b> 0333 2.97 0923 0.61 SU 1542 2.84 2137 0.34		<b>9</b> 0408 3.07 0956 0.64 MO 1613 2.84 2207 0.19		<b>24</b> 0445 3.04 1041 0.78 TU 1640 2.71 2240 0.37		<b>9</b> 0523 3.24 1111 0.66 TH 1718 2.82 2316 0.08		<b>24</b> 0522 2.99 1121 0.88 FR 1712 2.58 2309 0.46		<b>9</b> 0555 3.18 1143 0.59 SA 1758 2.78 2349 0.23		<b>24</b> 0534 2.94 1129 0.84 SU 1730 2.51 2321 0.49		
<b>0</b> 0325 2.87 0912 0.54 SU 1542 2.86 2132 0.36		<b>25</b> 0413 2.97 1003 0.66 MO 1615 2.80 2213 0.35		<b>10</b> 0454 3.13 1041 0.63 TU 1655 2.84 2250 0.11		<b>25</b> 0517 3.01 1115 0.80 WE 1710 2.68 2310 0.41		<b>10</b> 0609 3.16 1156 0.66 FR 1806 2.77		<b>25</b> 0554 2.94 1151 0.90 SA 1746 2.53 2342 0.51		<b>10</b> 0641 3.08 1229 0.58 SU 1851 2.72 ●		<b>25</b> 0609 2.89 1202 0.80 MO 1813 2.49 2359 0.57		
<b>1</b> 0412 2.92 0955 0.57 MO 1619 2.84 2213 0.25		<b>26</b> 0447 2.92 1040 0.73 TU 1645 2.74 2245 0.40		<b>11</b> 0539 3.13 1125 0.65 WE 1735 2.81 2333 0.11		<b>26</b> 0547 2.95 1146 0.85 TH 1739 2.63 2340 0.47		<b>11</b> 0002 0.18 0656 3.06 SA 1242 0.68 ● 1857 2.71		<b>26</b> 0628 2.88 1223 0.91 SU 1824 2.48		<b>11</b> 0037 0.40 0727 2.98 MO 1315 0.59 1945 2.66		<b>26</b> 0644 2.83 1238 0.76 TU 1857 2.47 ●		
<b>2</b> 0456 2.93 1038 0.63 TU 1657 2.80 2254 0.20		<b>27</b> 0520 2.85 1114 0.82 WE 1713 2.66 2316 0.47		<b>12</b> 0624 3.07 1209 0.68 TH 1817 2.76 ●		<b>27</b> 0618 2.88 1216 0.91 FR 1810 2.57		<b>12</b> 0049 0.33 0744 2.95 SU 1329 0.71 1951 2.64		<b>27</b> 0017 0.59 0704 2.81 MO 1259 0.92 ● 1908 2.43		<b>12</b> 0126 0.59 0812 2.86 TU 1404 0.61 2043 2.60		<b>27</b> 0040 0.67 0720 2.77 WE 1317 0.69 1946 2.47		
<b>3</b> 0540 2.90 1122 0.69 WE 1734 2.76 ● 2337 0.18		<b>28</b> 0551 2.77 1146 0.91 TH 1743 2.59 ● 2346 0.54		<b>13</b> 0018 0.15 0710 2.98 FR 1254 0.73 1903 2.71		<b>28</b> 0010 0.53 0651 2.81 SA 1248 0.97 ● 1845 2.50		<b>13</b> 0139 0.51 0833 2.84 MO 1419 0.75 2052 2.58		<b>28</b> 0058 0.68 0744 2.74 TU 1338 0.91 1959 2.41		<b>13</b> 0218 0.79 0857 2.75 WE 1456 0.64 2143 2.55		<b>28</b> 0125 0.78 0758 2.71 TH 1400 0.61 2041 2.50		
<b>4</b> 0626 2.86 1207 0.75 TH 1815 2.71		<b>29</b> 0625 2.69 1218 1.00 FR 1815 2.51		<b>14</b> 0104 0.25 0800 2.88 SA 1341 0.78 1955 2.64		<b>29</b> 0044 0.61 0729 2.73 SU 1323 1.02 1926 2.43		<b>14</b> 0233 0.71 0926 2.73 TU 1515 0.79 2159 2.54		<b>29</b> 0144 0.79 0828 2.67 WE 1424 0.87 2059 2.41		<b>14</b> 0315 0.98 0945 2.62 TH 1550 0.67 2246 2.54		<b>29</b> 0215 0.89 0840 2.66 FR 1449 0.53 2144 2.55		
<b>5</b> 0022 0.20 0716 2.81 FR 1255 0.81 1902 2.66		<b>30</b> 0019 0.62 0702 2.62 SA 1253 1.08 1853 2.43		<b>15</b> 0154 0.38 0853 2.79 SU 1432 0.84 2055 2.58		<b>30</b> 0123 0.69 0812 2.66 MO 1402 1.06 2015 2.38		<b>15</b> 0335 0.89 1022 2.63 WE 1617 0.80 2308 2.55		<b>30</b> 0236 0.92 0917 2.61 TH 1516 0.81 2207 2.47		<b>15</b> 0418 1.13 1037 2.50 FR 1648 0.70 2349 2.56		<b>30</b> 0314 1.01 0931 2.60 SA 1545 0.45 2251 2.63		
				<b>31</b> 0208 0.79 0902 2.59 TU 1450 1.08 2117 2.35									<b>31</b> 0418 1.10 1032 2.55 SU 1645 0.39			

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Datum of Predictions is Lowest Astronomical Tide

Caution: Predictions are of secondary quality

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

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



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