



Newhaven Yacht Squadron

QUARTERLY

Spring 2014



*Dates to Remember ~ New Motorboating events
Sailability ~ Historical Sail Trading Ketch
Presentation Night ~ Ocean Fishing*

www.nys.org.au

Your Committee

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Building – Kevin Holt, Simon Pollard, Peter Buitenhuis, Pat Street, Neil Stewart

Finance – Cheree Dyson, Peter Buitenhuis, Bob Sterling, Hamish Hughes, Neil Stewart

Marina – 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

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

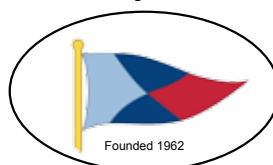
Motor Boats & Angling – Pauline Draper, Andy Chappell, Dave Blakemore, Peter Batty, Kevin Chambers, Terry Sheppard, Alen Garrett

Safety & Training – Florian Andrighetto, Pauline Draper, Alen Garrett, Ray Frith

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

The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981
Reg No 6155



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LAST DAY TO SUBMIT ARTICLES FOR NEXT ISSUE 1st November 2014

Welcome from the Commodore



WINTER HAS COME AND GONE and the boating season starts in full swing again. Time to get down to the club if you have been away, prepare the boat and get ready to enjoy mucking around in boats. Of course there has still been much activity around the club even over the colder months with the winter series races and social events during the winter.

Rhonda and I have been away over winter traveling at the top end of Australia, and ticking off another goal doing the famous Gibb River road up to the Mitchell Falls and the Bungle Bungles, another tick on the bucket list and a fascinating adventure. We are so lucky to have such a magnificent country. If you are interested, Rhonda has a blog with photos, her web site is austravelphotography.wordpress.com. We hope you enjoy her photography and perhaps it will entice some of you to make the journey and see more of our beautiful country.

While we have been away, your hard working Committee has continued running the club and there have been some excellent functions and activities while we have been away.

The club renovation is now complete. For those who have not ventured to the Island or to the club, it looks fantastic; we are so lucky to have such excellent facilities. The Committee has decided that we need to celebrate the new look club and the renovations, and with this in mind we are going to have an official opening of the renovated clubrooms, tied in with our AGM. This project has been a massive undertaking and all involved are to be congratulated. Members will be also be pleased to know that the project came in \$12,000 under budget.

This year our plan is to hold the Annual General Meeting beginning at 2.30 pm Saturday 11th October. Once business is out of the way, members will then be invited to stay on for an official opening of the new facility and a few drinks. After this members are encouraged to stay on for a social evening. Details of this will be available elsewhere in this magazine, as well as on the noticeboard in the clubrooms, and also on our website. We would hope for a record turn out and that members will make the effort to attend this important event and help celebrate the work that has taken place.

As members you probably know that positions on Committee are for a 2 year term, after which time the positions are up for re-election. Committee members can re apply for their positions or other available positions. However this also gives an opportunity for other interested NYS members to nominate for a Committee position. This must be done prior to the AGM.

This year there will be positions available and I would be delighted to hear from members who are interested in serving on the Committee. Several positions have become vacant, particularly:

Vice Commodore: This is a very important position and Kevin Holt is to be congratulated on the fantastic job he has done while performing this role for the Club. He is not re-nominating so we will be looking for a suitable candidate with the skills to take on this position. If you wish to know more about the role, Kevin would be delighted to discuss the role and what skills are required as well as what the role entails.

Treasurer: Again a very important role. Cheree Dyson has done a terrific job as our treasurer and is also not re-nominating, so this position will be available. Cheree, like Kevin, would be delighted to discuss the position with any member who feels they have the skills and willingness to take on this role for the club.

The club is now officially associated with the Sailability program. Alen Garrett has been the driver of this and it is a fantastic program to be involved with. There are also some real benefits to the club by being part of the program. If you wish to know more about Sailability I am certain Alen would be delighted outline what the program is all about.

Now that the building is fully functional again we are planning to increase our social functions. Kon, our social secretary, and his team are very enthusiastic and have some excellent plans for plenty of social activity. These are listed on our web page, so have a look and join in the fun and fellowship. This year Kon is again getting involved with his favourite charity, Variety Splash. He is planning a special fund raising night on September 27th, a great cause and one that we are happy to support. It would be really good to see members support Kon and come to this special night.

We were delighted to receive two grants from the Bendigo Bank this year, both for \$5,500 meaning a total of \$11,000. Bob Sterling worked diligently to achieve this result. Well done Bob. The monies received have been allocated to two projects: the book on the history of the Club and Newhaven and also towards the new landscaping. An excellent outcome for the club.

Another initiative that the Committee has been working on is a new NYS Membership Card. This will have a dual purpose, firstly to have a quality card for members to have in their wallets so they are recognized as NYS members and which can be used for recognition when visiting other clubs etc..

...continued next page

On the Water with the Rear Commodore

Pauline Draper



WHILE MANY OF OUR MEMBERS have made their annual trek north in search of a warmer climate there has still been plenty activity around the club. There have been less on the water activities but we have been busy planning and preparing for the coming summer season.

Apart from the summer boating activities there has been a number of training activities planned. On October the 25th, prior to Aggregate Race 2, there will be a VHF radio refresher in the morning. I am sure this will be of great value to those of us who sat the course some time ago. That evening there will be a Flare Demonstration with the opportunity to let off a flare or two.

On June the 28th, prior to Race 2, Darren Eger from Yachting Victoria visited to for a workshop on sailing rules. This morning was well attended with a few members from Cowes Yacht Club joining us. Darren went through some of the updated rules in the new Blue Book along with clarifying rules such as barging and right of way when approaching marks. It was interesting to note that Sailing is only one of two sports that don't have referees on the course instead allowing us to self govern our sport. I would like to thank Andrew Purnell who worked with Yachting Victoria to organise this event.

Presentation Night was delayed by a month due to the building renovations so was held in June instead of May. Unfortunately many of our sailors had already left for their holidays and attendance was down a little.

For next year's Presentation Night the Sailing and Social Sub-Committees are working together to organise a theme night and perhaps a dinner. We will let you know more about this closer to the evening.

The Furphy Trophy for contribution to the magazine and the Allen Lapin Club Member of the Year Trophy are usually awarded on Presentation night. As these trophies are available for all club members we have decided that these two trophies will be presented on Opening Day.

Race 1 of the Winter Series was held in extremely light winds and almost had to be abandoned when a slight breeze picked up and the course was shortened to complete the race. The conditions for Race 2 were the opposite of Race 1 with the race abandoned due to high winds. Races 3 and 4 were sailed in almost perfect conditions with up to 20 knots reported in Race 3 with yachts finishing closely battling the tide to cross the line. With only two races to complete this series is still too close to call.

The Summer Sailing Series will commence at the end of September, with the Dinghies starting in October with our usual training days. Please make sure you book your spot for the training as we require a minimum number to be able to hold these days. Please keep an eye on the calendar and website for coming events.

See you on the water,

Pauline

SAILING RESULTS

Event	First	Second	Third
Winter Race 1 31-05-2014	Fubbs Andrew Purnell	Circe Sharon Van Lunteren	Apricot Free Ken Stuchbery
Winter Race 2 28-06-2014	Abandoned due to high winds		
Winter Race 3 19-07-2014	Katana Matt Draper	Dark Knight Toby Leppin	Bumblebee Kevin Arnup
Winter Race 4 2-08-2014	Katana Matt Draper	Circe Sharon Van Lunteren	Apricot Free Ken Stuchbery

...continued from page 3

Secondly, they will replace our outdated name-tags for social functions. Lanyards will be supplied so that the cards can be worn around the neck for social activities.

I have had some excellent comments and feedback from members about the club and activities, and we are embarking on a few new ideas that will strengthen the club even further. I am delighted with our Committee and the hard work and enthusiasm that all the Committee has shown over the year. It is excellent to see a real team effort and everyone working in

harmony for the common good of the club and its members. We are so lucky to have such an outstanding facility and I think that all club members of Newhaven Yacht Squadron should be proud to be a member, certainly I am.

Happy and safe boating

Peter Buitenhuis

Dates to Remember

DATE	HIGH TIDE	LOW TIDE	EVENT	BRIEF	START	OOD
SEPTEMBER 2014						
Saturday 13	1526 - 3.01	0851 - 0.55	Committee Meeting		0900	Peter Buitenhuis
Saturday 13	1526 - 3.01	0851 - 0.55	Winter Series Race 6	1200	1300	Circe
Sunday 14	1607 - 2.97	0939 - 0.60				
Saturday 20	0825 - 2.49	1355 - 1.17				
Sunday 21	0919 - 2.42	1454 - 1.23				
Saturday 27	1420 - 2.75	0757 - 0.83	Aggregate 1	1200	1300	Solitaire
Saturday 27	1420 - 2.75	0757 - 0.83	Fundraising Night for Variety			Kon Cili
Sunday 28	1456 - 2.78	0834 - 0.80	Sailing Sub-Committee Meeting	900		Pauline Draper
OCTOBER 2014						
Saturday 4	0701 - 2.71	1233 - 0.98				
Sunday 5	0854 - 2.64	1427 - 1.00	Daylight Savings Starts			
Saturday 11	1511 - 2.86	0845 - 0.67	Committee Meeting		0900	Peter Buitenhuis
Saturday 11	1511 - 2.86	0845 - 0.67	Annual General Meeting		1430	Peter Buitenhuis
Saturday 11	1511 - 2.86	0845 - 0.67	Building Opening Celebrations			
Sunday 12	1557 - 2.87	0935 - 0.66	Dinghy Training		900	Matt Draper
Wednesday 15	0630 - 2.99	1143 - 0.76	Midweek Twilight Racing			
Saturday 18	0754 - 2.63	1335 - 0.99				
Sunday 19	0833 - 2.51	1417 - 1.05	Dinghy Training		900	Matt Draper
Saturday 25	1401 - 2.57	0747 - 1.02	VHF Radio Refresher		1000	Alen Garrett
Saturday 25	1401 - 2.57	0747 - 1.02	Aggregate 2	1200	1300	Genie
Saturday 25	1401 - 2.57	0747 - 1.02	Flare Evening		1730	Ray Frith
Sunday 26	1445 - 2.65	0831 - 0.94	Dinghy 1 & 2	1200	1300	Pauline Draper
NOVEMBER 2014						
Saturday 1	0700 - 2.88	1240 - 0.82	Commodore's Cup	1000	1100	TBA
Sunday 2	0743 - 2.78	1325 - 0.82				
Tuesday 4	0928 - 2.61	1517 - 0.77	Melbourne Cup Day			
Friday 7	1248 - 2.62	1843 - 0.42	24 Hour Snapper Competition	Start	1700	Andy Chappell
Saturday 8	1348 - 2.68	0730 - 0.90	Committee Meeting		0900	Peter Buitenhuis
Saturday 8	1348 - 2.68	0730 - 0.90	Single Handed Race 1	1200	1300	Ken Stuchbery
Saturday 8	1348 - 2.68	0730 - 0.90	24 Hour Snapper Competition	Finish	1700	Andy Chappell
Sunday 9	1441 - 2.72	0827 - 0.83	Working Bee	900		Kevin Holt
Wednesday 12	1649 - 2.68	1044 - 0.78	Midweek Twilight Racing			
Saturday 15	1844 - 2.48	1231 - 0.85	Opening Day	1300	1400	Pauline Draper
Sunday 16	1925 - 2.40	1306 - 0.88				
Friday 21	1112 - 2.35	1719 - 0.79	Sailabilty Day			Alen Garrett
Saturday 22	1215 - 2.40	1818 - 0.66	Aggregate 3	1100	1200	Twice Five
Sunday 23	1315 - 2.47	1912 - 0.52	Dinghy 3	1100	1200	Pauline Draper
Saturday 29	1807 - 2.69	1148 - 0.68	Round Phillip Island		900	TBA
Saturday 29	1807 - 2.69	1148 - 0.68	Half Phillip Island		1000	
Sunday 30	1900 - 2.65	1232 - 0.65	Family Fishing Day		1300	Andy Chappell
DECEMBER 2014						
Friday 5	1105 - 2.53	1709 - 0.49	Sailabilty Day - Hansa Dinghies			Alen Garrett
Saturday 6	1213 - 2.52	1814 - 0.43	Rosebowl Regatta	1000	1100	Pauline Draper
Saturday 6	1213 - 2.52	1814 - 0.43	Christmas Dinner			Kon Cili
Sunday 7	1315 - 2.54	1913 - 0.38	Rosebowl Regatta	1100	1200	Pauline Draper
Wednesday 10	1545 - 2.61	0941 - 0.82	Midweek golden Oldies Race			Oldies Race
Saturday 13	1744 - 2.55	1134 0.78	Committee Meeting		0900	Peter Buitenhuis
Saturday 13	1744 - 2.55	1134 0.78	Aggregate 4	1300	1400	Fubbs
Sunday 14	1822 - 2.51	1207 - 0.77	Boat Cruise - Gardiners Creek	930		Andy Chappell
Saturday 20	1013 - 2.39	1620 - 0.68				
Sunday 21	1119 - 2.37	1726 - 0.60				
Thursday 25	1529 - 2.69	0915 - 0.87	Christmas Day			
Friday 26	1622 - 2.75	1003 - 0.73	Boxing Day			
Saturday 27	1715 - 2.79	1111 - 0.60				
Sunday 28	1807 - 2.79	1137 - 0.50				
Wednesday 31	0754 - 2.81	1354 - 0.40	New Year's Eve			
JANUARY 2015						
Thursday 1	0838 - 2.70	1442 - 0.43	New Year's Day			
Saturday 3	1030 - 2.49	1637 - 0.51	Picnic at the Quarry			
Sunday 4	1136 - 2.43	1742 - 0.53	Dinghy 4	930	1030	Pauline Draper
Saturday 10	1647 - 2.59	1036 - 0.78	Committee Meeting		0900	Peter Buitenhuis
Saturday 10	1647 - 2.59	1036 - 0.78	Double Handed Race	1200	1300	

NEWHAVEN YACHT SQUADRON OVERALL RESULTS 2013-14

EVENT	FIRST	SECOND	THIRD
WINTER SERIES 2013	Avocado Geoff Graham	Fubbs Andrew Purnell	Circe Rob Wilson
CLUB CHAMPION 2013-14	Twice Five Craig Begbie	Genie Anthony Huther	Dark Knight Toby Leppin
KEEL BOAT CHAMPION 2013-14	Twice Five Craig Begbie	Genie Anthony Huther	Fubbs Andrew Purnell
TRAILABLE CHAMPION 2013-14	Dark Knight Toby Leppin	Make My Day Ray Frith	
HALF PHILLIP ISLAND RACE 2013-14	no result		
LYLE WILLIAMS 2013-14	Slipstream Mark Cassar	Laafin Kon Cili	Deja Vu Chris Wilson
COMMODORES CUP 2013-14	Bumble Bee Kevin Arnup	Dark Knight Toby Leppin	Avocado Geoff Graham
SINGLE HANDED SERIES 2013-14	No result		
DOUBLE HANDED RACE 2013-14	Dark Knight Toby Leppin	Genie Anthony Huther	Yasawa Craig Baker
THREE HUMPS RACE 2012-13	no result		
NIGHT RACE 2012-13	Yasawa Craig Baker	Twice Five Craig Begbie	Laafin Kon Cili
LADIES RACE 2013-14	Twice Five Sabina Rosser	Joalda Margaret Jemmeson	Sarie Marias Thelma Reek
TRIANGULAR SERIES 2013-14	Red Hot Go J Holroyd	Dark Knight Toby Leppin	Genie Anthony Huther
DINGHY SERIES 2013-14	Lil Vu Chris Wilson Tiffany Wilson	Trilby II Alen Garrett	Southerly Tom Boshma
DINGHY SERIES HANDICAP CHAMPION 2013-14	Lil Vu Chris Wilson Tiffany Wilson	Trilby II Alen Garrett	Ebonee Bob Sterling
JUNIOR CHAMPION 2013-14	no result		
ROSEBOWL REGATTA 2013-14	The Dilemma Matt Draper - Chelsea Wilson	Mirigini Geoff Graham	Lil Vu Chris Wilson Tiffany Wilson
MOST IMPROVED JUNIOR 2013-14	To be Announced on Presentation Night		
FURPHY QUARERLY CONTRIBUTION	To be Announced on Presentation Night		
ALAN LAPIN CLUB MEMBER	To be Announced on Presentation Night		

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The Newhaven Yacht Squadron Inc.

Founded in 1962

Schedule of Fees 2014 – 2015

Effective from 1 October 2014

Membership

(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

Marina

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

Maintenance Yard

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

Casual Marina berths

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

Storage

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

NYS Social Scene

Kon Cili



DEAR MEMBERS AND SUPPORTERS of the NYS Social scene, Over the next three months we will have a very busy schedule. We have already had the Annual Squadron Dinner which was again very well supported by many of us. It was great to see some of our new members there. Starting with the pre-dinner drinks, nibbles and chat amongst the guests it was the beginning of a great night. We all had a taste of the new renovated club house. The superb three course meal with a choice of chicken or lamb shanks as the main meal by Burnt Toast, and the music provided by the "Bladeless Knives" also helped set the atmosphere. We all ended up having a fabulous night. As always helping hands from members set up the room and then again cleaned the room on Sunday. Thank you all. Also thank you for all those who came and supported this great night.

The Pasta night was the next social gathering at the club which was held on the 2nd of August. We had 32 members and guests present. It was a great night that everyone enjoyed. Burn Toast provided superb quality pasta and quantity was plenty.

In the meantime we will consider a furniture upgrade in the top club room and also an urgent working bee needs to be organised for the servery. If you are interested in helping (painting & ,carpentry and a general tidy up) please see me.

Over the next 3 months the Club social scene will be very busy. Here is the calendar for the all social events around the club:

Saturday 27th September

Fund raising night for Variety the children's charity (yacht Laafin) start 6.30 p.m.

Saturday 11th October

AGM with celebration afterward for the new renovated club rooms. Start 2 p.m.

Tuesday 4th November

Melbourne Cup Day at the club. Start 12 midday.

Saturday 15th November

Open Day (guest speaker Janette Connolly Victorian executive manager of Variety the children's charity and Jav Greaves Director of New Tack consulting who will be running water part of 2015 Variety Splash. Start 2 p.m.

Saturday 6th December

Christmas Dinner start 7 p.m.

For all further information's check the club website and the club magazine.

Again there will be a fund raising night for Variety the children's charity but this time under the club banner. For the past seven years Team Laafin has been involved with this charity organisation through the event called Variety Splash. Laafin is the only yacht from Phillip Island which has participated in this event raising a total of \$67,000. Come and join us.

In between all of that we may find a date to squeeze in a Sushi/Japanese Night. All the food will be provided by the Youkki restaurant which is run by Peter Innes.

Please pencil in the Christmas Dinner which will be held on Saturday 6th of December. The New Year celebration is also in the planning process. I can get the band and with BYO food we may have the same set-up as last year. There will be charges per person which will cover the cost of the band.

Regarding the Servery, the social sub-committee has made the decision to improve the choice of drinks. We have already added Corona and Pure Blond beer. More new items will be added during the summer season. Also due to higher purchasing cost of the drinks we have increased the price of beer by one dollar. The topic will be put on the agenda of the main committee next month. Requests by the members for better quality wines in particular red and white may result in different prices. Cheaper white and red wines and also bubbly will stay the same price \$10 of per bottle, but better quality of the same mentioned items will go up (\$15 per bottle). For now this part is in progress mode and I will let you know about the outcome. For your input please don't hesitate to see me and have a chat. A test run for the drinks purchased from our servery was run during our Squadron Dinner. It is the start of providing alcohol at our functions and we as the social club committee would like to encourage our members to leave their eskies at home.

Progress chats with Pauline for the next year Presentation Night to become a social night with a Nautical theme is gathering momentum. Also the Easter Bunny and fund raising Sausage Sizzle BBQ for the Royal Children's Easter appeal will be combined into one event. So as you can see we will have a very busy social year. Your support is most important. So please join me and make all the events around the club happy and cheeful. For further questions and all bookings please contact Kon on email social@nys.org.au or kon@laafin.org or mobile 0412 640 465.

Looking forward to see you around the club.

Kon

SV May Queen – Historical Wooden Sail Trading Ketch

John Baragwanath

IN THE 150 YEARS following European settlement spanning the years 1803 to 1953, the importance of sea transport around the coast of Tasmania (Van Diemens Land until 1853) greatly exceeded land transport. The major highways of the period were the coastal waterways. Of great significance were the relatively sheltered waters of the D'Entrecasteaux Channel from Recherche Bay to the Derwent Estuary including the Lune River, the Esperance River, Dover, the Huon Estuary and Bruny Island. For the whole of the 19th Century wind on sail was the motive power and shallow draft vessels that could enter rivers and berth alongside shore based piers and jetties predominated.

The SV May Queen is an excellent example of the Tasmania, Australia, Sail Trading Ketch - shallow draft vessels that generally had a retractable centreboard allowing them to enter river mouths to load and unload produce, prior to the development of an effective road transport system. Built in 1867, she is Australia's Oldest Floating Wooden Sail Trading Vessel and one of only four wooden vessels of her era still afloat in the world. She is even older than the world famous Cutty Sark! The Tasmanian Sail Trading Ketch was a very successful vessel based on earlier English designs that were used around the Thames estuary and East Anglia for carrying cargo.

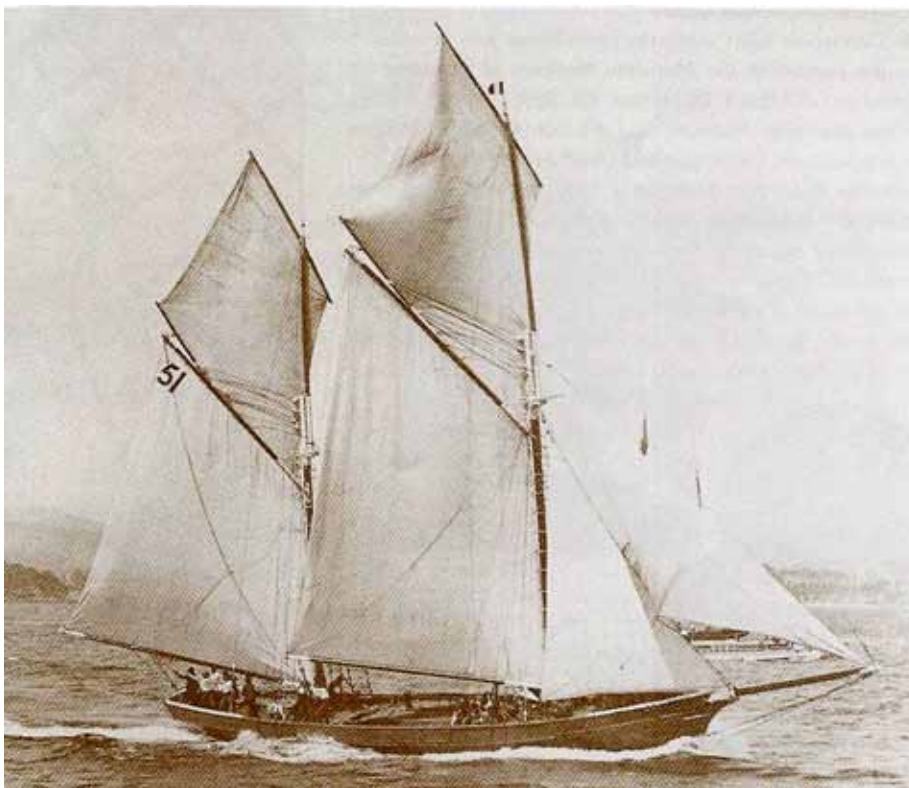
Several hundred of these types of craft were built around the Tasmanian coastline and many were sold to interstate traders, especially South Australia and New South Wales. They formed a vital role in the transport of goods and people around south eastern Australia before the establishment of road links.

Characterised by a shallow draft to allow access to shallow coastal areas yet able to carry a relatively large quantity of goods and large area of sail, the vessels were the major links between settlements.

The SV May Queen was built on the banks of the Huon River at Franklin, just upstream from where a Wooden Boat School is now located. Suitable timber growing near the banks of the river, or close by was selected by the shipwright Alexander Lawson. A great deal of skill was required to select sections of timber from the trees in the bush that had the right shape to fit the proposed curvature in the vessel. Sections of branches and roots were utilized and these all had to be finished off without the use of modern day saws and power tools.

The general practice was to carve a wooden half model of the hull, and the lines and general shape would be agreed

upon with the initial purchaser of the vessel (Unless the vessel was built on 'spec'). The first task was to set up the keel. This was cut from a long straight length of 'blue gum' probably by a broad axe and using an adze to trim it to shape. Then the frames were shaped and fitted to the keel. From aft of the centrecase to about the mizzen mast, and from forward of the centrecase to forward of the mainmast, the lower sections of



the planks went right across the keel from port to starboard and as far out to the turn of the bilge as timber width would allow.

Naturally the frames at the centre case stopped there. The top of each frame from deck level down to the end of the lower frame was then fitted, and an overlapping section (futtock) fixed to strengthen the joint. Hull planking was from the same blue gum (*E. globulus*) and stringy bark material cut to about 300mm X 50mm near the keel and narrower towards the bilge. The planks were fastened to the frames using trunnels or wooden dowels. Many of these are still visible in the remaining original frames on the Ketch today. Her spars were of imported Oregon for lightness, strength and their ability to "give" in strong winds.

She also had complex interior curves in the frames on either side of the centreline near the stern.

During her 106 year working life as a sail trading vessel (1867-1973) the SV May Queen was largely used by Henry Chesterman and his successors in the timber business Chesterman & Co. In recognition of her historical importance, the SV May Queen was presented with a World Ship Trust Maritime Heritage Award (No. 22) in March 2003.

The SV May Queen operated mostly in South East Tasmania and carried just about everything that was required by early settlers around the south east coastline of Tasmania. In the days before there were adequate roads, water transport provided the only method of carrying bulky or heavy supplies to the small settlements along the coast and for carrying to market the produce and raw materials. For most of her working life the SV May Queen carried sawn timber from the various sawmills owned by Chesterman & Co. to Hobart. Predominantly this was from Chesterman & Co's Raminea sawmill at the mouth of the Esperance River near Dover Tasmania. A trip from there to Victoria Dock in Sullivan's Cove Hobart was a journey she could undertake in 8 hours in fair weather.

She also carried shingles and railway sleepers to Hobart for use as primary construction materials for houses and industry. The cargo could also include coal, quarried stone, apples, pears, berry fruits and other seasonal fruits. Recorded as being carried was wool, coal, other perishable food supplies and under special circumstances pregnant women to the nearest doctor!

A normal load when fully laden consisted of approximately 25,000 super feet (50 tonnes) of sawn timber stacked tightly both below and above deck. Once the timber was packed below deck, wedges were placed on top of the timber and beneath the deck beams to provide support for the load to go on the deck planking above. Under strong winds it was not unusual for waves to wash onto and over the deck. There was a great incentive to carry as much as possible on board, as the skipper and crew were paid according to the quantity of timber delivered to Hobart. Photographs taken in 1949 from the mainmast shows a view of the deck of the SV May Queen under sail. She is carrying a huge quantity of timber stacked on the deck and has many patches in the 'working sails'.

On her outward bound journeys from Hobart she carried supplies including hay and oats for the bullock teams used to pull logs to the mills, steel railway lines, boilers and steam engines.

Life on board the SV May Queen was fairly hard with the sailing times tied in with the state of the weather and tide.

This was especially true for the years prior to 1924 when the first engine was fitted to the SV May Queen. Loading timber into the hold required strong arms, backs and tough hands, as there were no gloves used in those days to prevent splinters from the edges of the rough sawn timber. Skill, and a lack of fear of heights, was required to set and retrieve the topsails high above the moving deck. If there was no wind the vessel would have to be poled upstream to the loading jetty. During calm conditions the vessel may sit for over a day waiting for the wind to move her along. At other times very large distances could be covered quickly with the wind of the right strength and direction. A vessel of this size had a crew of three, the two deckhands slept in adjacent narrow bunks below deck right up near the bow of the vessel. The captain had a separate bunk below deck near the stern. Most of the crew started work straight from school at about the age of twelve – usually with a relative or their father.

Most of the meals were had on deck - bread, biscuits, mutton, or fish if they had been lucky enough to catch some on the preceding day. Cooking was done on a frying pan over the firepot that was located on the starboard side at the stern near the wheel. This was a 5 gallon (20L) drum supported on short lengths of steel railway iron to prevent the deck catching fire. Water was also boiled in a billy to make tea. When under way, a fishing line would often be towed along behind in an attempt to catch couta or any other edible fish. The mill workers and their wives were always pleased if there was a good catch as this was a welcome supplement to their fairly basic diet. The SV May Queen would generally make two trips away each week, depending on the routes of other trading vessels and the demand for timber and supplies.

The highlights of the year revolved around the annual regatta races – chiefly at Hobart and Shipwrights Point in the Huon Valley. Trading ketch races were a feature of many local regatta's particularly the Royal Hobart Regattas (known as Cock of the Derwent Race in Hobart), up until 1954. There was intense rivalry between the ketches when they raced for the honour of flying the Golden Cock. To win the Trading Ketches race at the Regatta was a keenly sought honour. SV May Queen raced with great success, winning her first Royal Hobart Regatta in 1868 and competing in the last trading ketch race in 1954, coming second to the SV Lenna. During the first division races between 1882 and 1954 SV May Queen notched up nine firsts, eight seconds and two thirds, the record. In the late 1970's and early 1980's, decked with flags, the SV May Queen was used as the flagship for the annual Sandy Bay Regatta.

At the end of her working life SV May Queen was gifted to the Tasmanian Government by the then owners H Jones & Co and passed into the care of the Marine Board of Hobart by Premier Eric Reece "To be preserved as a reminder of Tasmania's maritime history".

...continued next page

In the Board's hands, the vessel was extensively restored. The relatively modern motor and propeller were removed, the masts and bowsprit repaired and the rigging replaced to bring her back to pre-1954 condition. A steel beam was placed under the keel to prevent her dropping at the bow and stern and to give the hull stability. Disintegration of the hull structure over the past two decades has largely been caused by progressive deck deterioration allowing penetration of rain water. This, in combination with a lack of ventilation in the hull allowed rot to develop in the framing and beams.

In 1997 the Marine Board of Hobart became a state owned company called “The Hobart Ports Corporation Pty Ltd” which was unable to justify the continuing ownership and the ongoing maintenance of the SV May Queen. The corporation gifted the SV May Queen in 1999 to the newly formed May Queen Pty Ltd to “hold the SV May Queen in a trust for the people of Tasmania.” May Queen Pty Ltd is administered by a Board of Directors and is a voluntary not-for-profit organisation with “the sole objective of preservation, maintenance and interpretation of the historic ketch SV May Queen”.

May Queen Pty Ltd has joined hands with Friends of the May Queen Inc and Maritime Museum of Tasmania Inc to plan and oversee the raising of finance and undertaking of the preservation and maintenance work.

This work continues with the current project being to replace only the minimum amount of timbers and materials to ensure that she remains stable and afloat and at the same time retains all the essential components of the sail trading ketch. Some planking and internal ribs will be replaced in addition to the deck timbers. Beam ends and deck supports will need to be reinforced and replaced.

To ensure that rain water does not continue to enter the vessel and worsen the rotting of the timber; a temporary plywood deck has been fitted. The deck supports have been lifted by props to regain the original deck slope and to shed water over the sides. Planks have been removed at deck level to assist this process and most of the fittings on the deck have been measured and removed. The temporary plywood deck is supported on a series of beams to lift the cover above the former deck level and to allow air to circulate and provide ventilation to the lower cargo hold.

Currently the masts have been removed for scraping, repair and maintenance, and the mast steps checked for rot. Sections of the deck at the bow and stern have been removed to allow access to the deck supports. It was necessary to insert extra frames to strengthen the vessel. These were laid in between the existing frames to maintain as much of the original structure as possible – commensurate with the safety of the vessel. The deck planks, which consisted of kauri and celery top pine, were badly rotted and will be replaced with air dried timber as part of the final vessel strengthening process.

The ongoing maintenance schedule has been developed to ensure that the vessel survives in her natural environment – and in the water – for as long as possible.

[illegible]

Vale Kitty Davies



ON FRIDAY the 8th of August we received the sad news that one of our NYS family had lost her fight with that nasty disease Alzheimers.

Kitty fought her battle with strength and dignity to the end but sadly succumbed and passed away on Monday the 4th of August.

Her mind and body are at peace and our hearts go out to Lloyd, the man who stood so bravely by her side supporting her in every way possible through her journey. Certainly this has been the case in so many ways and for far more years than those we have had the privilege of sharing with Kitty and Lloyd.

This gentle lady with the little dog seen strolling around our club and marina, spending time with her beloved Lloyd out on the water and having lunch breaks in the clubhouse, always happy to have a chat has been taken from us.

Kitty had the ability to bring a smile to our faces with her classic line of "What have you been up to handsome". Sadly we will hear this no more.

It has been pointed out the Kitty and Lloyd have membership number 115 which makes them a very big part of the NYS history.

Kitty will be missed as part of our NYS Family, and we all extend our deepest sympathies and support to Lloyd and his family during this tough time.

Be proud and support your Club



Show off your Club with practical monogrammed bags, hats and clothing.
(Also great for a birthday gift, or to replace that old worn out one – or the one that went overboard!)

Presentation Night 2014



Toby Leppin, Club trailerable champion



Andy Chappell announces awards



Junior winners Chelsea Wilson, Wilson. Tiffany is also the Most



Club trophies awaiting their recipients



Chris and Tiffany Wilson, winners of Dinghy Handicap Championship



Alen Garrett, 2nd in Dinghy Handicap Championship and 2nd in Dinghy Series



Rowan Draper; best flathead and best snapper catch



Kon Cili, 2nd in Around Philip Island

Club Safety Report

EPIRBS

GME have issued a "Precautionary Safety Alert" regarding some EPIRBS manufactured between January 2005 and June 2010. They have become aware a small number have failed the self-test procedure which could mean failure in an emergency situation.

For more information and the models affected go to www.gme.net.au

PLEASE PLAY SAFE AND CHECK!

Free battery replacement for EPIRBS

Free battery replacement has been available for EPIRBS manufactured by Pains Wessex and GME for some time, so if you are entitled make your claim before it's too late. Battery expiry varies from 4 to 6 years depending on brand and model.

Stringent conditions apply, namely:

- Original proof of purchase must be provided
- Application should be made within 6 months of battery expiry date
- Proof of AMSA registration
- Freight and re-packaging paid for in advance
- EPIRB must be in serviceable condition

For more details and where to apply go to:

Pains Wessex: – jenniferbuttigieg@chemring.com.au

GME: – www.gme.net.au

NOTE: Should your EPIRB fail the criteria for free battery replacement, you could be offered an improved model at an extremely keen price.

For more EPIRB info: – www.amsa.gov.vic.au/beacons

SAFETY CHECKS

As we are about to start summer racing all yachts wishing to enter must have their safety check completed.

SAFETY FLARE DEMONSTRATION

Peter Donaldson, a representative of Drew Marine Safety will give a talk and demonstrate flares and other equipment relative to our needs and requirements.

Drew Marine Safety is a major distributor of marine safety technology including Pains Wessex products.

DATE: SATURDAY 25TH OCTOBER

TIME: 5.30 pm

This date was chosen as it is a race and a possible fishing comp day so hopefully there will be a good turnout of city yachties and fishos as well as locals.

Ray Frith, Safety Supervisor



Rowan Draper and Tiffany
Improved Junior in the Club



Craig Begbie, Club Keelboat
champion and 2nd in the
Night Race



Thelma Reek, 3rd in Ladies Race



5 Sterling, 3rd in Dinghy
andicap Championship

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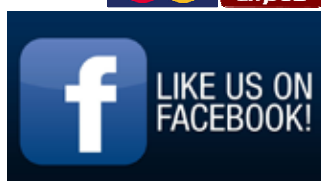
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Sailability at NYS

SAILABILITY IS AN INTERNATIONAL MOVEMENT providing access to sailing for a wide range of people both young and old. In Victoria there is an independent governing body called Sailability Victoria, however, initially events are sponsored by Yachting Victoria. As well, in our region, we are closely linked to GippSport; more information is available on the internet.

On Friday 23rd May NYS ran a Sailability program for students from local Special Schools. We aimed to have a safe, enjoyable time where students learned about sailing larger yachts and to appreciate the environment around Newhaven.

We achieved this under the guidance and support of Yachting Victoria and GippSport. This trial activity complemented the Sailability program run at Cowes Yacht Club during the summer time. We plan to run programs in the autumn and spring with larger yachts and larger motorboats.

The date of Friday 23rd May, was chosen where the tide allowed boats to depart the marina in the morning, motor under the bridge then sail in Cleeland Bight as far as the Quarry Beach. One yacht managed to set a spinnaker and the boys on board squealed with excitement, other students enjoyed the fast ride in power boats. On our way back our resident seal saluted us as we passed Newhaven Jetty, a great thrill for our guests. At the conclusion of the sail students came ashore and enjoyed a Sausage Sizzle lunch. Leading up to this day we'd had two weeks of warm, balmy autumn weather our day was overcast drizzle mixed with rain. This did not dampen the keenness of the students or the input of our members.

The day went very well and we learned a lot for the better running of future events. Students were still talking favourably about the activity at school the next week. The success is best summed up by the observation of one teacher that "...students came back from the boats happy and energised by their boating experience."

We had a magnificent response from our club members who were happy to participate in this program. More than 30 members contributed on the day, others were overseas or otherwise unavailable. It was an opportunity for husband and wife teams to participate. Many of us felt it was a privilege to interact with pleasant well-mannered students. We are keen for this program to develop into regular events; more volunteers are most welcome.

At the July Committee Meeting it was unanimously decided that we join Sailability Victoria. This will allow us to network with the other 21 Victorian clubs and further develop our program. We have formed a small committee of Stan Jackson and myself to advance our Sailability Program.

Plans for Sailability at NYS this Autumn.

1. **On Friday 21st November 2014** we will hold a Sailability Day for local Special School students. The tide is high near midday which will allow free access to larger yachts and power boats. We want both sail and power boats to be involved. There is a lot more planning happening for this day.
2. **On Friday 5th December 2014** we will hold a Sailability Day for local Special School students using the kit of **Hansa Dinghies** supplied by Yachting Victoria. Look up the SV website to see videos of these nifty craft sailing. We will assist the YV instructors and may take students out in sail and power boats.
3. **On Wednesday 10th December 2014 a Golden Oldies Race.** We have many members and their friends who have limited participation in boating due to their age. We want to take this opportunity to offer access to our Twilight Race or to go out in a power boat and do a spot of fishing or just get out on the water. We are looking for the support of both power and sail boats for this afternoon. A lot more planning is needed. We hope some members will volunteer to organise a light evening meal; we may source funding to subsidise this. Others could chase up reminiscent pictures and videos to show and others will help with a taxi service.

Please contact myself and Stan if you want to contribute with your ideas and your ability to participate.

Alen Garrett (Boating Secretary)

Golden Oldies Race

Sailing, Fishing & Boating

Wednesday 10th December 2014

Afternoon to Evening

Giving Oldies access to boating

Register your interest with the Boating Secretary by Wednesday 3rd Dec. so we can include you.

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Welcome Aboard



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Denise Pearson

Jillian Poole

Denis & Val Loweth

Denise & Shane Watson

John & Minni Jackson

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

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

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

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Non members are welcome. For further information call

Glenn Botterill on 0419 514 395

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Motorboat and Angling News

Andy Chappell



WELL HERE WE ARE in spring and ready for more fun on the water – whether they be fishing adventures or just cruising around!

Our sub-committee has organised some activities for you all leading up to Christmas and beyond and so please do get in touch with us if you would like to join in.

Also it would be great to have a few more members join our friendly sub-committee – please call me on 0407996763 any time to discuss. We meet 4 times a year and help with events where we can.

Here is our calendar till Christmas:

ALL YEAR ROUND FISHING COMPETITION rolls from May to May each year and is kindly sponsored by Pier 8 at San Remo. The rules are shown in the clubrooms and a range of species are included. All members (ie including sailors who happen to pull in a random big fish!) are welcome to join in. This year we are measuring by length of fish which enables you to email in a photo of your prize fish on a ‘bragmat’ – available at Pier 8 in San Remo – or you can measure at the club and have signed off by another member as usual. Prizes awarded at next year’s presentation night.

SATURDAY NOVEMBER 8th:

24 HOUR FISHING COMPETITION. It’s that time of the year again and from 5pm on Friday November 7th to 5pm November 8th test your special snapper fishing skills! Prizes awarded 6pm on Saturday November 8th.

SUNDAY NOVEMBER 30th:

FAMILY FISHING DAY IN THE MARINA. Great opportunity to fish in our normally restricted marina and perhaps learn from our expert Terry (as I did last year with my novice 32 year old son – btw he caught 4 fish!). Great fun for all ages, free, rods provided or byo and sausage sizzle available.

SUNDAY DECEMBER 14th:

CRUISE UP GARDINERS CREEK!! (CHANNEL) . Yes, on the back of the great day out cruising around French Island earlier in the year we are at it again! This will be another day out exploring the secret French Island coastline after buzzing up to Cowes – come along with your boat or we can pop you on another boat. This is a fun family day but there are a set of rules to follow to ensure success:

NYS “CRUISE-ADERS” RULES OF PARTICIPATION

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

2/. Minimum 27 meg radio compulsory, preferably VHF. Channels advised at briefing, listening watch to be maintained at all times. “Buddy” radio system permitted if only 27 meg fitted, we will pair you with a boat with VHF.

Please note: No radio, no cruise.

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

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

ADDITIONAL ADVICE

It’s fine to throw a couple of rods and a packet or two of bait in as we usually wet a line when we have coffee and lunch stops. We will have a Mystery Fishing Competition with a mystery prize on return. (Mostly cos we don’t have a clue what’s going to happen until the day of the event).

Please contact our tourmaster Kevin Chambers if you are interested in coming:

motorboating@nys.org.au or mobile 0418127748

And finally...

ANNOUNCING FRENCH ISLAND CRUISE 2015

This will run on Sunday 1st February, or if bad weather the back up date is Sunday 22nd March. Don’t miss out – it was a hoot last time!

All the best from Andy Chappell and the MBSC crew

andy1stchoice@iprimus.com.au
0407996763

Rules for the Newhaven Yacht Squadron Year-round Fishing Competition

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

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

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

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

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

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

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

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

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

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

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Update Hastings container port proposal

DID YOU KNOW?

THE PROPOSED PORT EXPANSION at Hastings into one of the biggest container ports in Australia continues to attract a lot of publicity, some of it accurate, other examples not so accurate; with the number one unresolved question being how much dredging will be required to make it all work.

What is not widely known, at least in my experience, is that the July 2011 edition of the Parks Victoria "Western Port Recreational Boating Guide" has at least 40 % of the safe, high tide navigable waters of Western Port marked as "Hastings Port Limit". Earlier editions of this publication are not so marked. It starts out past the Nobbies, widens out the existing shipping channel by at least 70-80% and continues in this vein right up to the proposed container port site north of Long Island Point. There's even a small section in the first couple of k's in the Middle Spit Channel, heading north towards Tankerton. Tugboat "resting ground" perhaps??. It's too small for anything else!

The rectangular eastern arm extends from Red Rocks to just north of Rhyll and covers the entire Bay area from the north coast of Phillip Island right up to adjacent Tortoise Head Bank.

Many questions are being asked of why this has been imposed, but the paramount one being that if this is declared a prohibited anchoring area, what does this mean for recreational fishing in Western Port? The yachties may be able to safely transit through it, but with anything up to three 400 metre long, 60,000 tonners anchored/maneuvering in such a small space, I wish you all the best, especially if it's a bit rough and there's a spring tide running against the wind. Or conversely, no wind and you have to start your engine to get out of the way of one of these monsters.

Thus, wiping out almost half of the fishable area of the Bay would put intolerable pressure on the remaining northern and eastern sections, not only on the water, but the current snapper season queues on the boat ramps would be a picnic in the park by comparison. Not sure how you'd run a yacht race out there either, not with the dramatically increased amount of fishing boats either anchored or under way.

Anyone doubting the above should ask themselves one simple question. If the new container port is built and the new Port limit is not designed to restrict recreational boating, why have it there in the first place?

Kevin Chambers

DISCLOSURE: The author is a founding member of Preserve Western Port, www.preservewesternport.org.au

NYS Fishing Mark of the Quarter

“GETTING THE DRIFT”

FOR THIS QUARTER’S magazine, I thought it would be useful to cover how many NYS fisho’s spend time out in Bass Strait “on the drift” for flathead. But in doing so, I cannot stress enough this should never be tried by any inexperienced members and only in very, very, good weather conditions. By this I mean it’s essential to wait until we have had at least three calm days in a row, this will give the swell the chance to flatten out. Do not go out there on any day where the forecast is not for a calm day. Any earlier or with a change due, you could be in for a bumpy ride. If you area newbie and want to try it, don’t go out there on your own for starters, have at least two in the boat. Perhaps even go with another boat as well. Any trailer boat venturing past Red Pt should be at least a 60 hp/4.8 m, anything smaller will struggle out there. A VHF radio is a must and if you go more than 3k’s out, an EPIRB is mandatory

Thus, once past the port hand mark down past the sand dunes, the first thing you should do is look back over to the mainland and if you can see any strength or height in the breakers on the shoreline over past Griffith Pt on the mainland, don’t go past Red Pt, (the first point past the Granite Quarry). Stay in the Bay. (Or as an old fisho mate and I used to do, check the horizon for the “lump index”. AKA, if you can see the horizon moving to any degree, think about it...)

OK, no breakers or “lumps” and we are out past Red Point. Here will unfold one of the most spectacular sights on the Victorian coastline, the pink granite cliffs of Cape Woolamai. I’ve been out there countless times and I still hold this scene in awe. When I was a child the caves in the cliffs were always the Pirates Caves.

I perpetrated that myth with my kids and grandkids and there’s no copyright!

Out past the Pirates Caves on your starboard bow is a small rock called Gull Island. Two things here. **(1)** It’s always fun to be able to say you have circumnavigated Gull Island and **(2)** about 200 metres directly east out from here is Half Tide Rock. This is no myth, especially at a lower tide. No fun bending a prop, so watch your sounder and stay within 50 metres diameter of Gull Island. Lovely clean sandy bottom here and can be a good place to anchor in a northerly, as it’s under the lee of Red Point.

So from here we run parallel to the shore until well clear of Half Tide then as the great bard Arfur Daley of “Minder” fame once opined, “*the world, (AKA Bass Strait) is your lobster*”. But in terms of our flattie expedition it’s a relatively small world.

Good size sinkers are essential as is braided line, (you feel the bites much better than mono, especially in these depths). Put the whiting rod in the holder out here too, far too light for the depth. Snapper size rods and reels are much better. Spare me the boat rods too, for as a wise old fisho once said, “boat rods are for catching boats”.

So anything from 20 metres out to 40 metres is your “lobster” and we just drift until if we get lucky we hit a patch of flatties. If it’s a good ‘un, put a mark in your GPS and motor back over the mark, and keep it for your next trip.. There are good reefs out there, but I’ve never found them. Been waiting for fellow member and brother Ron to give me his “snapper reef mark” out there since Cocky was an egg.

...continued on page 24



The advertisement features a photograph of the Pier 8 store front. The store has a white facade with blue and yellow accents. Above the entrance, there are three main signs: 'CLOTHING' with sub-signs for 'LADIES', 'MENS', and 'CHILDRENS'; a large 'PIER 8' logo; and 'FISHING TACKLE WATER SPORTS BAIT' with 'BARGAIN BOAT BITS' below it. A phone number '5678 5548' is displayed in a blue box. A rainbow flag is flying on the right side of the store. Below the photo, a blue banner contains the text: 'Proud Sponsor of NYS Fishing Competitions', '133 Marine Pde, San Remo 3925', and 'Phone /Fax: 5678 5548'.

CLOTHING
▲ LADIES ▲ MENS
▲ CHILDRENS

PIER 8

FISHING TACKLE
WATER SPORTS
BAIT
BARGAIN BOAT BITS

5678 5548

Proud Sponsor of NYS Fishing Competitions
133 Marine Pde, San Remo 3925
Phone /Fax: 5678 5548

Clubhouse News

Kevin Holt



G'DAY NYS CREW, I hope you have managed to weather the winter storms and survive our wet cold winter. We are almost through those winter blues with just a little more sun light each day, won't be long and we will be complaining about the heat once again!!

The most obvious change that has come about in recent months around NYS is the completion of our fantastic building renovation project. With removal of the scaffolds, completion of the external landscaping the doors of our bright shiny new clubrooms were flung open. Although not "Officially" open as yet, that's later in the year, we have had our first few functions in the room. These being the belated Annual Presentation Night and our Mid Year Squadron Dinner. The weekend prior to the Awards night saw a flurry of activity to reinstate the fittings in the room. These included Honour Boards, Trophy Cabinets, Tables, Chairs etc.... All the bits and pieces that turn it from an empty space to a functioning club room. This also included a large double door display fridge into the store room – Servery which was a major feat in it's self. I must admit I was a little concerned about getting this done but as usual the NYS jungle drums were sounded, the troops rallied and a great bunch of people turned up on the day to help. The room soon took shape with familiar pieces of memorabilia re-appearing on the walls, tables and chairs cleaned and dusted off, the place looked great and although not perfect (there's always something to sort out) we were ready for the first function. Awards night went well due to the great organising of Pauline and Alen. This was the first opportunity for most to see inside the building since the reno started and judging by the reactions, we have a winner.

Next came the Annual Squadron Dinner, another well organised function managed by Kon and the Social Team went smoothly. We had a training session run by Yachting Victoria on the rules of racing which was a great learning experience for all concerned and was also attended by members of Cowes and Rhyll Yacht clubs. An interesting thing occurred during that event, we found that our new building had an ability to create a great deal of convection from the room below and up the new staircase. This we found causes fantastic blast of cold air to come rushing through the doorway from the foyer into the main room to make anyone on its path extremely cool. A nice feature in the summer that we would like to suggest was purpose designed to save airconditioning costs - but that would be stretching the truth a little too far. It's something that I think a sliding door would fix easily and a project Craig Begbie is going to look at for us over coming weeks. The building is working well, the efforts put in by all concerned have paid off. The radio room is up and running, we are investigating the addition of some reinforcing cabinets under the benches directly below the man hole. It's far to tempting

to hop on the bench top to check and maintain various cables in the roof cavity (an "Occ Health and Safety" nightmare in its self) and in the process break both the bench top and some limbs. There's a sign there to say "don't even think about it" but who reads signs – right - for safety sake and some useful storage I think cupboards might go under there rather nicely.

At the time of writing this there are still a couple of things to go, I really think NYS is a constant work in progress and this will always be the case, but for the most part – we are done. Well done to all concerned from the designers to the builders, painters, landscapers and right through to the floor sweepers and window cleaners. Great job!

Out on the Marina despite the winter chills things still keep chugging along. We have the last of our maintenance cradles complete and in use, well done George. We are investigating an extra draw bar for use on these cradles to allow easy movement of more than one cradle during a slipping exercise. George is also looking at a design for a jockey wheel arrangement on these arms to support their substantial weight and make them a little easier to use. There's a frame being made by Colin Willis to mount a Re-Fueling sign at the entry of the north arm. The sign will go up due course to remind people of the safety aspects of handling fuel and the rules we must follow when refuelling our boats to protect ourselves and our valuable assets. The poor old weather beaten wind sock has been replaced, we have a new bright yellow wind sock thanks to Noel Street.

Some of you may know that I am retiring from my post as Vice Commodore this year and the baton will be passed on to another worthy committee member to run on with. My journey in Committee life at NYS started with the suggestion by Jan Wilson and Pat Street quite a few years back that I might like to get involved in the committee. I said that I had little or no experience in these matters but was told that did not really matter – you learn on the job and it was an "Other Member" position that was open. No real responsibility involved as such, just a requirement to lend a pair of hands. My thought was to have an opportunity to put back some small contribution into a place that I had gained so much enjoyment from. The great environment at NYS, the opportunity to go sailing on Laafin with Kon in those early days, the friendship of all concerned at NYS was fantastic. It had in fact played a big role in getting me through a few of lifes stormy times and allowed me a place to escape to for a few days at a time and leave the world behind,

All the time declaring that I did not want a major role on committee – just happy to assist in the background.

...continued next page

That plan went well!!! After a few years as “Other Member” Neil Stewart was retiring as the then VC after many years of fantastic NYS work and several stints in various positions on Committee, the pressure was on to give this Vice Commodore caper a crack and I gave in. The rest is history. Who would have thought way back when I first drifted into NYS all those years ago to play with boats that my name would or could ever end up on one of those boards in the clubhouse alongside some of the NYS greats, the people from whom I have learnt so much. The journey has been exciting, the learning curve steep, the assistance from all concerned at all levels fantastic. But seeing the constant ability of the NYS community to rise to the occasion and get things done has been the most rewarding. Also the opportunity to follow in the footsteps of some very capable people and have their continued assistance and support plus the wonderful support of the current committee members has made it all work.

My thanks to you all. My best wishes to the person who gets to sit in the big chair at the end of the table and help guide NYS into the future, I hope you get as much out of the experience as I have.

Kevin Holt

...continued from page 22

Most days, especially earlier in the season they will be good fish, 35-40cm and up. At the wrong times they will be small and the sand whiting will drive you nuts. If he's around, “old man couta” does not mind smashing up a rig or several as well! There will be the occasional gurnard or squid too. So keep the gloves and pliers to remove the gurnard hook handy. I won't have one in the boat.

But hey, when we spend most our fishing hours with no more than 12 metres of water under the boat and especially up the Bay after a blow, dirty muck as well, with about 40m of “clean and green” under the keel and just a gentle roll of swell, it's one magical place out there, so as much as coming back with a feed is important, the deep sea fishing experience is one I always look forward to.

One last thing, if you are susceptible to “mal de mer” (AKA “more berley my side”), stay in the Bay. I once took a mate out there who was a bit off. What finished him was a squirt of ink from a very bad tempered squid facing the wrong way, (for mate at least) on the bait board.

Don't remember taking this fella fishing much at all after that...the rest of us nearly fell out of the boat laughing.

Regards and tight lines.

Kevin Chambers

NYS - a great social cl



Social Secretary Kon Cili kicks off the Mid-Year dinner dance





The renovated clubroom has hosted three main events already, and more are planned. Pictures above are from the Mid-Year dinner dance. Good company, good food and all in a clubroom second to none. Come and join in!



Left and above is the Pasta night, and right are the folks who prepare the food that just keeps on coming.



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

SEPTEMBER – 2014		OCTOBER – 2014		NOVEMBER – 2014		DECEMBER – 2014	
Time	m	Time	m	Time	m	Time	m
1 0501 2.84 MO 1038 0.81 1659 2.83 2258 0.50		16 0605 2.97 TU 1135 0.75 1753 2.81 2349 0.36		1 0522 2.94 WE 1100 0.83 1710 2.73 2310 0.40		1 0630 2.88 SA 1210 0.82 1826 2.59	
2 0541 2.82 TU 1115 0.86 1731 2.79 2333 0.49		17 0646 2.85 WE 1215 0.86 1830 2.69		16 0613 2.88 TH 1150 0.83 1800 2.61 2357 0.55		16 0001 0.75 SU 0645 2.71 1236 0.88 1855 2.40	
3 0622 2.79 WE 1154 0.94 1806 2.73		18 0030 0.49 TH 0727 2.72 1255 0.97 1908 2.56		2 0603 2.88 TH 1139 0.88 1747 2.68 2349 0.44		2 0019 0.55 SU 0713 2.78 1255 0.82 1922 2.54	
4 0010 0.49 TH 0706 2.73 1234 1.02 1845 2.66		19 0109 0.64 FR 0808 2.59 1337 1.08 1949 2.43		3 0645 2.80 FR 1219 0.94 1830 2.61		17 0039 0.89 MO 0719 2.60 1314 0.91 1942 2.34	
5 0050 0.50 FR 0755 2.67 1318 1.10 1930 2.59		20 0153 0.79 SA 0855 2.49 1425 1.17 2040 2.32		18 0034 0.70 SA 0724 2.63 1305 0.99 1919 2.39		3 0109 0.69 MO 0801 2.69 1346 0.81 2030 2.51	
6 0137 0.54 SA 0851 2.63 1413 1.15 2031 2.53		21 0245 0.92 SU 0949 2.42 1524 1.23 2145 2.26		4 0207 0.83 TU 0858 2.61 1447 0.77 2147 2.55		18 0121 1.04 TU 0757 2.51 1356 0.93 2040 2.31	
7 0236 0.60 SU 0958 2.62 1520 1.16 2149 2.51		22 0350 1.01 MO 1050 2.40 1633 1.21 2301 2.28		5 0318 0.95 WE 1002 2.58 1557 0.68 2306 2.67		19 0212 1.17 WE 0843 2.42 1447 0.92 2147 2.34	
8 0349 0.65 MO 1109 2.67 1641 1.08 2315 2.58		23 0503 1.04 TU 1152 2.44 1740 1.12		6 0439 0.99 TH 1112 2.58 1708 0.56		5 0415 1.11 FR 1035 2.53 1639 0.49 2358 2.81	
9 0512 0.65 TU 1219 2.77 1759 0.90		24 0012 2.39 WE 0608 1.00 1245 2.52 1835 0.98		7 0017 2.84 FR 0555 0.96 1218 2.62 1813 0.42		20 0315 1.27 TH 0939 2.37 1546 0.88 2258 2.44	
10 0037 2.72 WE 0628 0.61 1323 2.88 1906 0.68		25 0110 2.54 TH 0701 0.94 1332 2.62 1922 0.82		8 0121 3.00 SA 1318 2.68 1911 0.31		6 0529 1.11 SA 1143 2.52 1744 0.43	
11 0148 2.89 TH 0733 0.56 1419 2.97 2003 0.47		26 0200 2.70 FR 0747 0.88 1414 2.70 2002 0.68		9 0217 3.11 SU 0757 0.83 1411 2.72 2001 0.26		7 0100 2.93 SU 0636 1.05 1245 2.54 1843 0.38	
12 0250 3.03 FR 0830 0.54 1510 3.01 2055 0.32		27 0244 2.83 SA 0827 0.83 1450 2.75 2040 0.56		10 0308 3.16 MO 0846 0.78 1458 2.73 2047 0.25		8 0156 3.03 MO 0735 0.97 1342 2.57 1935 0.35	
13 0345 3.11 SA 0921 0.55 1556 3.01 2142 0.23		28 0325 2.91 SU 0904 0.80 1526 2.78 2116 0.47		11 0352 3.14 TU 0930 0.76 1540 2.72 2130 0.30		9 0245 3.07 TU 0826 0.90 1431 2.60 2022 0.36	
14 0436 3.11 SU 1009 0.60 1637 2.97 2227 0.21		29 0404 2.96 MO 0943 0.79 1600 2.79 2154 0.41		12 0431 3.09 WE 1012 0.76 1619 2.68 2211 0.38		10 0329 3.07 WE 0911 0.85 1515 2.61 2106 0.40	
15 0522 3.06 MO 1053 0.66 1715 2.90 2309 0.26		30 0443 2.97 TU 1020 0.79 1634 2.77 2231 0.38		13 0507 3.01 TH 1050 0.78 1657 2.63 2249 0.49		11 0407 3.04 TH 0952 0.81 1556 2.61 2146 0.47	
				14 0541 2.91 FR 1127 0.81 1734 2.56 2326 0.61		12 0442 2.99 FR 1030 0.79 1635 2.59 2224 0.55	
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				16 0613 2.88 TH 1150 0.83 1800 2.61 2357 0.55		14 0544 2.86 SU 1137 0.77 1752 2.51 2334 0.76	
				17 0648 2.75 FR 1227 0.91 1838 2.50		15 0613 2.78 MO 1210 0.76 1832 2.47	
				18 0034 0.70 SA 0724 2.63 1305 0.99 1919 2.39		16 0010 0.87 TU 0644 2.70 1244 0.75 1916 2.43	
				19 0114 0.86 SU 0803 2.51 1347 1.05 2009 2.30		17 0048 0.99 WE 0717 2.62 1320 0.75 2007 2.41	
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				21 0300 1.13 TU 0944 2.36 1541 1.09 2228 2.28		19 0225 1.24 FR 0845 2.45 1451 0.72 2211 2.47	
				22 0415 1.19 WE 1045 2.35 1647 1.01 2339 2.41		20 0328 1.32 SA 0943 2.39 1550 0.68 2319 2.59	
				23 0528 1.18 TH 1147 2.40 1747 0.88		21 0441 1.33 SU 1049 2.37 1656 0.60	
				24 0040 2.59 FR 0628 1.11 1243 2.48 1838 0.73		22 0024 2.74 MO 0552 1.27 1159 2.42 1800 0.49	
				25 0717 1.02 SA 1331 2.57 1923 0.58		23 0124 2.90 TU 0656 1.16 1303 2.50 1859 0.38	
				26 0219 2.92 SU 0801 0.94 1415 2.65 2005 0.45		24 0217 3.03 WE 0753 1.02 1403 2.60 1954 0.30	
				27 0303 3.02 MO 0843 0.87 1456 2.70 2046 0.37		25 0308 3.11 TH 0845 0.87 1459 2.69 2046 0.26	
				28 0345 3.07 TU 0923 0.83 1535 2.72 2128 0.32		26 0355 3.14 FR 0933 0.73 1552 2.75 2137 0.27	
				29 0427 3.08 WE 1004 0.80 1615 2.72 2209 0.31		27 0439 3.13 SA 1021 0.60 1645 2.79 2227 0.34	
				30 0507 3.04 TH 1045 0.80 1656 2.70 2251 0.35		28 0522 3.09 SU 1107 0.50 1737 2.79 2315 0.45	
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						31 0052 0.75 WE 0724 2.81 1324 0.40 2024 2.69	

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National Tidal Centre

Height datum is Lowest Astronomical Tide

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

Moon Symbols

● New Moon

◐ First Quarter

○ Full Moon

◑ Last Quarter

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