

Mud Flats and Flowing Tides

The History of the Newhaven Yacht Squadron

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Tondaleo – Teredo Worms

The sale of your boat can surely be described as a great paradox. On the one hand you are pleased as punch that someone has decided to purchase her from you but on the other you are sad to see the boat that has given you much pleasure sail off to a faraway place. That was exactly the feeling as Yvonne and I took final photos from the San Remo jetty as *Tondaleo* sailed past Cape Woolamai. *Tondaleo* is a HG 31 motor sailer built at the Halvorsen shipyard in Sydney in 1976 and sold to Peter Body for \$57,000 (at the time compared to a quality North Shore home) with just a motor and basic sails. He then proceeded to fit her out to the highest standard. He had all the cabins lined in solid Teak by a craftsman. Her 30 ft 6 ins belied the spaciousness below deck with 6 ft 6 ins of head room, two separate and private sleeping quarters with the capacity to sleep six people. The three men designers put their best ideas into one design. They did not compromise on quality during construction. As a result of the costs of production only about twelve hulls were built and in the end they were not being factory finished.

Peter Body owned her for fourteen years and in that time sailed 11,743 nautical miles to such destinations as the Great Barrier Reef, Keppel Island and Lord Howe Island. Her next owner was Col (Colin) Martin of Newhaven who bought her in January 1994 and sailed her to Newhaven where she took up residence. A friend of Col's was on holidays in Sydney, had seen it and mentioned to Col he MUST inspect this boat as soon as possible. I think it was love at first sight for Col. Her next owners were Garry and Mary-Ann Hoath of Warragul who purchased her on 20 March 1997 and for the next twelve years sailed her many times to and around Tasmania, and as far north as Queensland, keeping her berthed at Newhaven.

'On Friday 31st November I mentioned to my "senior kids" (from the age of six to eleven year olds) that they were "invited to enjoy the boat tomorrow". I had talked about the boat many times and based classes around the many aspects of sailing and boating.' For Garry Hoath, a school teacher, his wife, Mary-Ann and a group of twelve excited children, the trip started off with a great sense of anticipation as 'we undid the ropes and motored out, on a perfect day to find the pirate's cave! Weather was indeed benign: calm seas, barely a breath of wind and 30°C! The activities of the day included sailing, swimming, snorkelling and lunch on the beach at 'Pirate Island'. Most children steered the 10 tonne *Tondaleo* and several rapidly mastered the skills of the 2 metre dinghy.'

The next owners, who purchased her in May 2009, were Florian and Yvonne Andrighetto and Stuart and Vicki Tweddle. They were not squadron members but after inspecting *Tondaleo* with the help of Peter Watson ('who spent some time selling us on the virtues of sailing and the friendliness of the NYS; all of which proved correct except for the bit where he said *Tondaleo* was a very fast boat!'), they became members and *Tondaleo* remained a resident at the squadron. 'Needless to say for almost four years we have enjoyed the wonderful sailing on her including the racing in the club competitions. There are few boats that have not been shown *Tondaleo's* stern in club races, generally just before she's been overtaken by them.' 'The mere rumour that *Tondaleo* could be put on the market had John Vaughan, vexillographer extraordinaire from Sydney, immediately reaching for the credit card, purchasing an airfare and arriving at Newhaven.' And so it was that on Saturday 23 March 2013 *Tondaleo*, after nineteen years at Newhaven, sailed for Sydney to join her sister boat *Galini*, another HG 31 owned by Vaughan's brother, Jim. Both boats will be moored at Sugarloaf

Point, Middle Harbour in Sydney – except, of course, when they are off on further sailing adventures.¹

Chapter 4

1983 – 1992

Tondaleo – Teredo Worms

'People are divided into three groups: Those who make things happen
Those who watch things happen
Those who wonder what happens'²

Finally, in February 1983, the monies the club borrowed ten years previously to build the marina were repaid in full. The co-operative was disbanded, legal advice was sought concerning incorporation of the Newhaven Yacht Squadron, a public officer was appointed and the Commissioner for Corporate Affairs confirmed that the name 'Newhaven Yacht Squadron' had been reserved for incorporation matters. A committee was formed to prepare for incorporation and to review the constitution and rules of the squadron. On 21 August 1985, after making appropriate changes to the constitution and rules, the squadron was incorporated.

Coastal living and the concept of seachange were beckoning increasing numbers to the coast and Phillip Island was no exception. It offered a number of attractions, not the least of them being the island's proximity to Melbourne and the relative affordability of the available facilities. The squadron, with its clubhouse and marina, compared well to Port Phillip Bay clubs. The club frequently received requests for membership with berthing privileges. The problem became so acute that in 1987 the club temporarily suspended the acceptance of new applications for membership due to pressure on club facilities. The marina committee investigated the possibility of increasing the number of berths since only half the available area in the marina contained jetties; the remainder were used for chain berths – a less efficient use of the area.

In February 1982 the committee recommended extending the north and west ends of the marina jetties to gain forty more berths. By August 1982, after the plans were approved, extension works commenced with the removal of chain berths and the purchase of piles to support the new berths. Shortly after, the task of building the fixed marina walkways began and apart from some painting and minor adjustments, such as the purchase of a new windsock pennant and a new ramp to the marina, the extension was completed by January 1983. To celebrate this event, coloured photographs of the new marina extension were made available for purchase.

'The problems that started to emerge were firstly to get to your boat you had to have ladders and the ladders were made of timber and they had cross metal rungs, which were actually big bolts between the two sides and they would start to rock fairly quickly. Older people were having difficulty getting up and down them. The other thing was that the boat had to be moored so that it would go up and down against these fixed poles and that was a bit of a problem because you had to work out how you were going to moor the thing. Putting stuff on and off the boat was a bit chancy – I don't know how many batteries went into the marina. There was enormous pressure to increase the capacity and, of course, the original berths consisted of a longitudinal jetty, a connecting walkway to another jetty, making a sort of 'H'. And then there was probably about a third of the water with nothing in there. They hadn't been too keen to increase the numbers so we tried putting down

concrete poles and putting chains so that people could use a swing berth again. Well, of course, that didn't work because the boats were moving around all the time. Maybe we'd have to increase.'³

As pressure for better and more modern facilities continued to come from the membership the problem of how to improve the fixed jetties came under further scrutiny. Eighteen years previously Percy Fraser had become fascinated by the floating marinas he had seen in Germany. Other members had seen such wonders and as the price of this technology decreased so the interest in floating pontoon berths rose. This interest was no doubt fuelled by the increasing age of the squadron members and the difficulties they were experiencing in gaining access to their boats from a fixed marina subject to flood at high tide; also gaining access on precipitously shaky ladders at low tide. Added to this was the problem of the teredo worm that was eating its way through the internal structure of the wooden pylons and making them increasingly friable. 'They have a head on them like an auger and they go up and down.'⁴ The wood looks beautiful on the outside but there's nothing in there. It just looks like Swiss cheese.'⁵

The ravages of the Teredo worm which is now strongly established in the southern waters of our continent is the basic cause of our problem. You are all aware that portions of our walk-ways are sagging but also ladders to our berths are breaking up one after the other. New ladders are built and installed by members own efforts but these are being eaten out in less than 4 years. Inspection of the piles that support the walk-ways reveal that the worm is advancing into them.

A floating replacement for the passenger-landing jetty had been considered since early 1983 as this area was mostly underwater and, as a result, was covered in slime. Initially, it was modified and fitted with expanded mesh for safety when wet. But even these improvements failed to resolve the issue of a wet and slimy landing. Finally, in mid-1985, the idea of a floating passenger landing and marina gained momentum. 'Why don't we look at floating pontoons? They said, "How are you going to get onto the pontoons?" I said, "We'll get a ramp, of course!" I said the one thing we have to do is make this maintenance-free so I insisted we quote for spun concrete piles and solid concrete walkways which are filled with foam'.⁶

In May 1986, ministerial approval was granted for the installation of floating pontoon berths. Pacific Marinas, being the most competitive, were engaged at a cost of \$32,000 for a pontoon kit, which included piles and the services of a works supervisor. The age of the do-it-yourself large construction had come to an end because specialist expertise was required to build the floating marina and also the majority of members were now less inclined to volunteer entire weekends for major working bees. These first floating berths were financed from club reserves. 'We put in nine berths which we called Grace and Favour because the club paid for them but the people who were on them were older chaps and they were given a fee to pay just to show that we were actually making some money.'⁷ Club labour was still required to keep costs reasonable.

They had to pull the jetty down and we had to put all the new lot in. They said it would take at least three months, so they sent the experts down from Queensland to do it but we did it in three weeks – about fifty of us turned up...I was a professional fisherman at the time – we just all stopped work and everyone went down and built it...Davey Gow with the big crane was swinging them off the truck and putting them in the water and I was putting them in it position and then everyone was there with their drills and spanners and bolted it all together.'⁸

'It is with a great deal of pride that I report that the floating pontoon berth project is almost completed. This has caused our Marina Committee a great deal of heartache over the year. Murphy's Law operated – whatever could go wrong, did go wrong. However, the final result has received most favourable comment, and the type of construction, which is the first of its kind in Victoria, should have an almost indefinite lifespan, and be maintenance free.'⁹

The trial project was a great success. 'The moment they went in there were mumblings of "Oh, why can't we do some more?"'¹⁰ Ultimately, as recorded in a notice to all Marina Berth Holders in 1986, members were given three options. The first option was to reinforce existing structures to ensure their long-term stability. The second option was to replace a section of the existing structure with floating pontoon berths, using most of the squadron's capital. The third option was progressive replacement over time of all berths with floating pontoons and funded by the berth holders. This would be equivalent to a sum of ten years' berth rental and, paid in advance, it would be the equivalent of what the 'grace and favour' members paid. The squadron would keep the buy-back rights.

The marina committee recognised that 'all things have a cost, and the "hip-pocket nerve" immediately starts to jump'.¹¹ However, they were quick to recognise and point out

...what a fortunate position we are in regarding fees compared with other marinas around the bays. Present Club members must recognise that this fortunate position regarding costs has only been made possible for them by the foresight and large scale voluntary building efforts of the pioneers of this Club. Now, we in our turn must chose wisely for the future of this friendly, family orientated N.Y.S.¹²

Option three – members paying ten years' annual berthing fees in advance for the installation of the floating marina – was the preferred method of financing all future marina berth developments. This was minuted as 'method of financing to be "Plan X" as presented to the Special General Meeting on 16 Jan 88'.¹³ Forty-two members took up that offer. The next stage commenced immediately, in January 1988, with R Campbell proceeding with the dredging in February 1988 and KV Johnson driving the steel piles shortly thereafter. The only difference between the trial development and Stage 2 (as well as future developments) was that steel piles were used rather than concrete ones. 'The big advantage with these hollow poles was that they were cut with a flame cut so that they were actually like a wedge. Whereas it had taken three days to put four piles with the concrete ones, they banged in the whole thirty in two days.'¹⁴ Some of the original concrete piles used in Stage 1 still remain to support the floating pontoons nearest the entrance to the marina. As the Port of Melbourne Authority had cleared the development of marina Stages 2a, 2b and 3, building would continue unabated for some time. A new floating dock extension was also installed at a cost of \$212,000 although its delivery was not without bureaucratic hitches.

I must thank Fred Arblaster, Bill Smith and Ken Stuchbery for the hours they have spent in negotiating with Government Officials regarding the Floating Landing Jetty. We are now awaiting the final "Stamp of Government Approval. This landing will be a great asset to the Club in general."¹⁵

None of these improvements came without inconvenience as noted by Commodore Arthur Foster in June 1986 when he reminded members that there would be a mess when removing 'spoil' to make way for the new floating dock.

However, as one of our very Senior Members remarked “You cannot make an omelette without cracking the shell”.¹⁶

In effect a floating marina pontoon bridge was delivered and installed. Originally, steps had led down to the marina but in 1983 these were replaced with a long entry ramp with handrails. To ensure security within the marina a new gate, with a self-closing and self-locking system, was installed. Later, wings were added to the marina gate to make it more difficult for intruders to climb around the gate and onto the walkway. The floating marina was such a success that a special general meeting of the committee was called to determine how to deal with the many members who wished to upgrade their docking facilities.

Stages 2a and 2b of the development were somewhat prolonged by the unexpected strike at BHP, which delayed the delivery of the steel piles. However, by September 1988 the squadron had eight pontoon berths, fifty-two floating berths and sixty jetty berths. It was completed within good time and within the budgeted expenditure. Even though this project required a works supervisor, much of the preliminary work was still accomplished with volunteer help. ‘I fell in once. It was about fifteen feet where I fell in. I was cutting them things, trod on the wrong thing and down I went – straight to the bottom! When you fell in, you were going down with the chain saw. And they laughed, of course. They said the first thing they seen was my hat bob to the top!’¹⁷

A most sincere thank you is extended to all those members who assisted in so many ways. The project involved excavation, disposal of soil, demolition of pile berths (including stacking of used timbers), purchase and driving of steel piles, unloading and assembly of pontoons and fingers, provision of electricity and water services, and nailing of the buffer strips.

Most of the above was carried out by voluntary labour. It has been calculated that about 1700 hours was involved, and is equivalent to around \$500 per berth. This does not take into account the many hours spent in tasks such as planning, costing, negotiation with suppliers, etc.

Finally a word of appreciation to the ladies who so kindly supplied us with morning and afternoon refreshments – the hot scones were top hole. The project was completed in the best traditions of N.Y.S.¹⁸

The importance of voluntary labour in keeping down costs had always been known and was the principle reason that the club had never carried a major debt. Another factor in keeping costs down was that Pacific Marinas were anxious to establish themselves in Victoria so they gave the squadron a very favourable quote. As word got round about the success of Newhaven’s floating marina, Pacific Marinas received more orders and from then on they quoted their standard rate to the squadron. Stage 3 of the marina was completed in late 1989 having been delayed until after Easter in order to decrease member inconvenience over the Summer sailing season.

This stage involved the installation of thirty floating berths to replace jetty berths in the north-west corner of the marina. A further thirty jetty berths remained to accommodate those members who did not wish to change their berthing arrangements. Stage 4 proceeded in December 1990 after the existing jetties were demolished and members with trailable boats removed them from the area. It was completed by March 1991. The works had commenced with Commodore Arthur Foster at the helm but the majority of the job of converting the marina to pontoon mooring occurred under Commodore Ken Stuchbery. It had always been his main objective to see this project completed within budget and on time. He was successful on both counts. ‘We went from three hundred and fifty members to seven hundred just like that.’¹⁹ Concerns were then raised at the state of the

squadron's boat ramp at low tide and the difficulties that ensued when attempting to launch or pick up boats at the extreme of low tide. A hinged floating pontoon installed alongside the ramp was suggested. This has been proposed many times since the pontoons were installed but has not been acted on to this date.

The marina committee set the maximum length of boats in the marina at 32 ft. More specific rules were developed some years later after the floating marinas had been installed and when complaints that boats were obstructing the walkways became more common. Boats in the new floating marina were checked for length, some being advised that they were too long with their rudders up. The definition of maximum length was changed to include bowsprits, rudders, boarding platforms and any other protruding parts. A 2-knot speed limit was also set for the marina and appropriate signage was displayed. Plans were made for the entrance channel to the marina to be dredged. Permission was also sought from the Shire to deepen the outer ten metres of the public ramp by sixty to seventy centimetres to assist in retrieving boat trailers at most tides. It was also becoming obvious that the north bank of the marina would need to be excavated to allow large boats to pass comfortably. Dredging of both the marina entrance and the north bank were finally completed concurrently with the jetty expansion by August 1983; however, deepening of the access to the public ramp did not occur until 1988. Improvements were planned for the south bank of the marina adjacent to the clubhouse in order to develop a better rigging area for small boats. Finally, the committee decided that the entrance required channel beacons to assist in safe entry and exit to the marina during the day. In December 1983, Ports and Harbours were approached to assist but did not come to the party, so the squadron provided beacons from club resources.

Boat owners are advised that a red beacon mounted atop a railway line has now replaced the temporary markers on the entrance. The route into the marina is from the first red mark (where the old private jetty was) to the new red mark then to the red mark at the marina proper...If this is not clear please look at the marks at low tide.²⁰

In 1991, following a suggestion made by Harold Waldron in early 1990, but not without arguments about the costs to be incurred (\$2,700), the marina entry beacons were illuminated to allow safe entry after dark; finally realising a proposal made by Percy Fraser back in 1975. These lights were installed with the assistance of the Port of Melbourne Authority. The rear light was placed on the levee bank and the front light on an existing rail pile at the entrance of the marina. Safety notes in the quarterly introduced members to the lead lights.

I am sure you must have noticed the new "Leads" for the safe haven (Marina)...thanks must go to Jim Cupper, Harold Waldron, John Hennessy and Commodore Fred Arblaster...The lead lights define the line of entry that has the deepest water available.

The rear lead light flashes at a much slower rate than the front lead light...By keeping the two flashing lights in line, when approaching from the main Eastern Entrance Channel, you can be confident that you are approaching on the safest line of entry.²¹

Aligning the lights was important both when entering the marina as well as when leaving it as the strong currents (up to 5.5 kph) in the eastern entrance of Western Port easily cause a boat to drift off course into the treacherous shallow waters that abound in the area.

Two years later, cones were added to the lead lights to assist in daytime use. They were later changed to larger orange triangles for easier visibility. These markers were then included in all new Western Port charts. The rear lead markers were originally solar-powered but in 1997 they were

changed to 240v/12v electrical power supplied from the marina and this greatly enhanced their visibility. The front lead lights had always been supplied by 240v power from the boat yard power supply. The marina walkway lights, together with the lead lights, were switched from electrical power supply when photo-electric cells were fitted in April 1992.

The squadron also wrote to the Ports and Harbours Authority requesting that suitable markers be placed on the centre span of the Newhaven Bridge to indicate clearance. This request was denied in the 1980s with Ports and Harbours making the suggestion that boats refer to sailing directions when approaching the bridge. Although this was a practical suggestion and one that experienced sailors would have no problems complying with, there were increasingly greater numbers of inexperienced holiday sailors plying the waters around Newhaven and the squadron felt some responsibility for their safety. The height markers were finally installed on the bridge pylons some years later and continue to be displayed on the pylons to this day.

While the Newhaven Yacht Squadron continued to shore up its safe haven infrastructure, its members now turned their attention to the politics of running a club. During the twenty years of its existence, the squadron had grown from a club solely concerned with teaching its children to sail, and where all members knew each other, to a commercial entity. As the squadron matured and altered, so did the politics of running a club. Newhaven Yacht Squadron, together with the other clubs in the region, were all part of the bigger picture of the Victorian Yachting Association (which changed its name to Yachting Victoria in 1989). The Westernport Safety Council now had a greater input into clubs' safety. Ports and Harbours, through the Department of Conservation, Forests and Lands, was showing greater interest and indicating a desire to take over the running of the increasingly popular and profitable clubs who utilised community land, often at peppercorn rates.

There was no option for the squadron but to become more active and vocal in these bureaucratic entities. It was at this stage, in late 1982, that the Victorian Yachting Association and the Westernport Association of Yacht Clubs appeared to be on a collision course. It came as somewhat of a surprise to members when AG (Arthur) Foster, the commodore at the time, advised members of the possibility that the Westernport Association of Yacht Clubs might be wound up. This rumour began circulating after Newhaven Yacht Squadron expressed its concerns to the Victorian Yachting Association that it appeared to be preoccupied with matters concerning Port Phillip Bay clubs rather than non-metropolitan clubs.

The Newhaven Yacht Squadron committee requested that Ian Jemmeson nominate for election to the Victorian Yachting Association to ensure that the voice of country and Westernport clubs be heard at council level. With the support of other clubs, Ian Jemmeson's name was put forward. However, it took twelve months before Newhaven Yacht Squadron could nominate him to fill a casual vacancy on the council and almost another twelve months before he was finally elected to the Victorian Yachting Association in mid-1985. Ian Jemmeson then began to lobby within the Victorian Yachting Association to amend the Victorian Yachting Council constitution so that, with the addition of area councils from country and non-metropolitan clubs throughout Victoria, the influence of the Port Phillip Bay clubs would be diluted. A year later, following strong lobbying from the Newhaven Yacht Squadron, the Victorian Yachting Association formally advised that they recognised the Westernport Association of Yacht Clubs, rather than the Westernport Safety Council, as the representative body of Westernport yacht clubs.

This was not well received by the WSC executive as they considered the council more important than the group of clubs (sic) organisation. The position taken

by the VYC ultimately was that they wanted the organisation most representative of the clubs to be the area council. (Westernport Association of Yacht Clubs) The VYC at the same time acknowledged the valuable work done by the WSC but considered that its primary role was the safety of boating on Westernport.²²

In December 1986, Ian Jemmeson was elected junior vice president of the Victorian Yachting Association, no doubt a reflection of the stronger presence of the country and non-metropolitan clubs. Finally, in September 1987, the Victorian Yachting Association Annual General Meeting adopted the new Victorian Yachting Council constitution, which resulted in an entirely different Victorian Yachting Association structure incorporating such major changes as utilising area councils to represent individual member clubs.

This broke the grip of control exercised by the big four Melbourne Clubs and provided a mechanism for non city clubs to have an input into the Council via there [sic] areas which covered the Mornington Peninsular [sic], Westernport, East and South Gippsland, Northern Vic [sic], Geelong and Western Districts.²³

This had been the goal of both the Newhaven Yacht Squadron and their representative Ian Jemmeson when he had first been approached to stand for the Victorian Yachting Association. Such was the impact of the non-metropolitan clubs that Commodore Ken Stuchbery presented a paper to the Victorian Yachting Association outlining the squadron's views on what the Victorian Yachting Council should be doing for the clubs. Shortly after being elected to the position of vice president, Ian Jemmeson resigned from the Newhaven Yacht Squadron committee due to the pressure of work within the Victorian Yachting Association. However, he remained involved in club activities and continued to participate in yacht racing and cruising activities organised by the squadron. He later took on the onerous job of club archivist and, apart from being instrumental in documenting, preserving and archiving most of the club's history, remains an important and knowledgeable font of information regarding club history. With a rise in member numbers and increasing demands for more and better facilities, club rates climbed but were still very much below the levels of the Melbourne and Port Phillip Bay clubs. Once more the thorny question of leasehold rates arose.

Mr Roper today released a State Boating Council report which recommends increasing expenditure on boating facilities, safety/education and the introduction of rents for public mooring facilities.

...the Council estimates that about each year about \$4.5 million would be available for recreation boating facility improvements on coastal and inland waters...A further \$1.7 million would be collected from public mooring/berthing rents.²⁴

Following the release of this bulletin, the Victorian Yachting Association voiced concerns regarding a number of issues consequential on the Report's recommendations. A delegation comprising Victorian Yachting Council officers WAJ (Bill) Currie (President), IW (Ian) Jemmeson (Senior Vice President) and RFR (Richard) Parsons (Executive Director) presented a submission to the Minister of Transport, the Honourable Jim Kennan MP, on 7 June 1988.²⁵ Their agitation proved fruitful when on Wednesday 8 March 1989 Newhaven Yacht Squadron hosted the Minister of Conservation, Forests and Lands, the Honourable Kay Setches, who had chosen this venue to announce the government's more acceptable policy relating to boat club use of coastal crown land.

One of the aims of the government in this area, she said, was to ensure a fair distribution of valued coastal resources between beach users, boating people and those interested in nature on the coast. There was a case of some land

to be allocated to boating interests but this must be balanced against other interests. Furthermore, the Government must be able to show that there was some recompense for land no longer available to the general public. To this end a rent applied to all clubs on a common basis and relating to rents charged to other bodies away from the coast would be introduced...The Minister then thanked the Squadron for providing such pleasant surroundings in which to launch the Policy.²⁶

In 1987, following a sworn valuation of club facilities, the clubhouse was valued at \$50,000 and the marina at \$80,000. Club membership was recorded as 509 in January 1988. By 1990 total membership had reached 671 with 324 seniors, 21 cadets, 292 associates, 17 social members, 17 honorary/life members and 11 life members. At the time the club held a valuation of \$130,000. It was then, after years of procrastination and following the minister's launch of the policy, that the club received a statement from its landlord.

...the Department of Conservation, Forests and Lands have finally decided to present the Squadron with its new rental figure of \$17,400.00 per annum, a rise of just over \$17,000 which is roughly 5000% increase! This, (and iniquitous doesn't seem to strong a word for it) attempt to refill the State's coffers as a result of the various economic disasters of the last few years appears to be based on an entirely unrealistic assessment of the value of the land that we occupy and you can be assured that your Committee will leave no stone unturned to see that a fair and appropriate figure is bargained for and we will look to you for your support in this matter.²⁷

This new statement suggested that the squadron and its assets were valued at \$696,000. The committee called for a second valuation to assist the club in their challenge of the proposed rentals. This was a very successful ploy, although a somewhat long-winded one. However, a compromise was finally reached in the club's favour.

I am pleased to announce...we have reached a settlement, on your behalf, of a rental of \$5000 per annum until our present lease agreement runs out in 1997. We feel that this figure is reasonable given the circumstances...²⁸

Unfortunately, the matter of club leasehold rentals continued with the receipt of a letter from the Department of Conservation, Forests and Lands stating that it deemed the operations of the boat yard and the kiosk to be a commercial activity and therefore subject to a higher rental. These issues were ultimately resolved although they paled into insignificance compared to the issues that arose for all leaseholders in the following decade when the original landowners of *Terra Australis* became recognised and began seeking reparation for loss of their lands.

Imperceptibly, over the years with increasing numbers of members and boats, the squadron had become a 'floating village with all the friendships, annoyances, and conveniences of any village.'²⁹ Among this membership was an increasingly larger group of weekend sailors who brought with them bigger and more powerful boats. These sailors had variable expertise and boating skills. Safety issues remained of paramount importance. From its earliest days, Newhaven Yacht Squadron had liaised closely with the Westernport Safety Council on safety matters, ensuring that they had an area coordinator – Caroline Talbot at the time – to liaise with police and other relevant bodies when search and rescue operations were in progress in the area. The club's rescue boats were always kept up to modern standards often with grants from the Westernport Safety Council or donations from private sources.

Frank Sutherland, on behalf of the Rotary Club of Phillip Island, presented us with a cheque for \$500.00 which can be used to upgrade the rescue boat...Your Committee has decided to spend this money equipping the Boat with wheel steering and forward control. The installation is in the very capable hands of Charles Woods who is in the process of manufacturing some much needed additional pulleys.³⁰

The squadron *Quarterly*, which was called the *Newsletter* until sometime between 1982 and 1984, began to play a major role in disseminating safety information to the members, who were less likely to be around the clubhouse on weekends in order to check the notice boards or to pass on information by word of mouth. Articles written by the safety officer, who was Greg Stuart throughout this period, or reproduced from other sources, began to appear in this publication. They covered many topics such as basic navigation skills, the Westernport Safety Council search and rescue chart, safety notes on life jackets and buoyancy vests, standard marine navigational vocabulary and hints on Winter maintenance of boats. Courses, lectures and mini-seminars covering a range of topics, such as the one on the use of flares delivered by the Water Police, were advertised. The squadron also supported members in a practical manner as, for example, when the law was passed stipulating that safety jackets be retrofitted with reflective tape. Member Bob Donovan kept the squadron kiosk supplied with reflective tape and the kiosk remained open all hours of the day for members' convenience.

This was also a recognised forum to notify members of their statutory obligations in respect to ownership of boats. Safety declaration certificates were the bane of the safety officer's life when recalcitrant members were slow to provide the required documentation. 'As only one Cat 3.0 certificate has been received by the safety officer the Boating Secretary H Hughes reported that the Lyle Williams Trophy Race might not be held this year.'³¹

The *Quarterly* publication also provided a good forum for notifying members of the punitive action that might be taken if they failed to comply with legal requirements. To encourage compliance, the squadron resolved that the annual membership would not be accepted unless accompanied by a safety declaration certificate. Not that this appears to have had much effect on some members as the *Quarterly* of March 1990 noted that only 750 owners of Keelboats had registered their safety declarations with the squadron, whereas the 1989 Victorian Yacht Club census showed that there were 1,898 Keel boats on the club's register.

Unfortunately, although registration of boats improved safety in general, it also allowed the authorities to keep track of craft and their owners for the purposes of revenue collection. The *Quarterly* of June 1992 reported: 'Members who have recently received renewal notices for boat registration fees have had quite a shock. Without fanfare, increases of up to 450% have been imposed – yes up to 450 per cent!'³² Given that nothing had been done to improve boating facilities, the committee wrote to Mr Peter Spyker, Minister for Transport, and lodged a strong protest at this additional taxation impost.

However, not all government directives were for revenue raising purposes. Many were taken from road accident research and were promulgated with good reason. 'Drinking and boats are poor companions – that is the message for this Summer hammered home by the Royal Lifesaving Society. Statistics show that many of the drowning accidents – not just of sailing people – that happen every year have an element of the loss of co-ordination or excess bravado that alcohol brings. When you consider the difficulty that some people have keeping their balance on a boat even before drinking, the added problems that alcohol can bring are all too obviously dangerous.'³³

With the passage of the Marine Act 1988, alcohol limits of 0.05% became the norm. Police were permitted to use radar guns to establish boat speeds and it became mandatory for children under the age of ten to wear life jackets. Boats could not be driven by those under sixteen years of age.

Although he regularly reported on safety issues and publicised their importance, Greg Stuart, the squadron's safety officer, admitted that even with all this knowledge he got into trouble in Race 4 of the Aggregate Series. The conditions were windy and squally and sailing was fast, up to seven knots. On the final leg, running with an outgoing tide, his boat was hugging the sandbank to benefit from the tide. 'Well, half way up the channel I misjudged the sandbank by about 10 seconds and all of a sudden we were aground and *Ballerina* beat me home by about five hours. Not only were we aground, but in a very short time we were aground about 200 yards inside the edge of the channel.'³⁴ Needless to say, he was aground until the turn of tide, which did not occur until after dark. He then had several important points to impart to the readership, ones that he had been emphasising over the years in his articles under Safety Notes.

Don't assume you will not be out on the water at night...Make sure you have good lighting. And that means good navigation lights, as well as good torches. Carry spares for the lights...If possible have a blanket or two on board for warmth. Do something about shelter...Take plenty of food and drink whenever you go out.³⁵

Greg Stuart retired in June 1992. His resignation was accepted with regret as, not only had he been the squadron's safety officer for six years, he had also computerised the squadron's financial, membership and marina records in that time.

From the beginnings of the club's history, radio contact played an important role in the safety of members on the water, even though the service was not available continuously. San Remo Police maintained a watch at times when the station was manned. Caroline Talbot operated a station mainly on weekends and holidays as well as weekdays from 4.00 pm. Kath Morgan at Corinella was able to maintain a constant listening watch.

In the early days most radio watch was from private homes. Percy Fraser had purchased his own radio and supported this service in the 1970s. In 1981 Caroline Talbot was appointed as standby operator of the club after the squadron purchased two VHF radios, one for the clubhouse and one for a back-up home station. She continued this work for many years, finally retiring in June 1987. Initially her work was taken over by Hamish Hughes who had a radio base station set up in his residence but already plans were afoot to formalise the squadron's listening watch. It was difficult to interest Newhaven volunteers because they were required to be available both during the week and on weekends.

In December 1988 a 'radio shack' was constructed at a cost of \$1,200 at the eastern end of the verandah on the first level of the clubhouse. From this position the operator had a panoramic view out over the bay and the race fields. This room was later to be set up as a safety control centre for race days and for search and rescue missions. 'Where they are now [in the safety control room] they can watch them [the racing yachts]. Instead of us silly buggers who used to go up the top mark there and start the races. It was rough! You'd be up and down, up and down. And, of course, you'd have to wait there until they'd finished. It's better for them to be up there [in the safety control room] than in their boats.'³⁶ The radio and phone installation in the new radio shack was completed by February 1989. Plans were made to arrange a VHF radio licence course for club members so that a greater number of them could be available on the radio room roster.

Many of these classes were run by Newhaven Yacht Squadron member Dean Carter, a teacher of navigation skills, seamanship and radio operation at Wonthaggi College of TAFE. The radio shack was equipped with the assistance of Tudor Insurance, which donated \$1,000. However, it was still difficult to attract member support. 'For some weeks now Bob Donovan and a few other prominent members

of the Squadron have been manning the Radio Shack on Saturdays and Sundays. Several members at sea have found this useful – if only to get a short-term weather report. The Committee would like to see a fixed roster of interested members to make this a permanent feature of our activities. The bulk of communications is on the 27MHZ band – thus a Radio Operators Certificate of Proficiency is not essential.³⁷

In 1991 the club developed a register of rescue attempts, which it kept in the radio room for the purpose of assisting reimbursement after search and rescue activities. In 1992, member S Brown donated a dual watch radio. And later that year an article appeared in *The Advertiser*, written by member Myra Mobach, detailing the club's involvement in training of radio operating skills to its own members as well as those of other clubs such as Rhyll and Wonthaggi. The article recommended the course and the acquisition of a radio for the boat as many new boat owners had little idea of seamanship and could easily get into trouble.

THE BOAT YARD AND ENVIRONS

As the marina developed so did the boatyard. With the increase in activity around the yacht club, traffic and roads needed to be formalised. Dirt tracks and unsealed roads were no longer appropriate; nor could they handle the traffic as they became muddy quagmires in Winter or dust-raising tracks in Summer. The Shire of Phillip Island contacted the squadron in May 1982 about the unsealed roadway at the rear of the club. Local residents were requesting that it be closed off. The squadron replied that it had no objection to the road being closed to through-traffic so long as the parking area next to the public toilet remained open. The roadway was duly closed and today it is a broad stretch of grass called Seafarers Way between Seaview Street and Forrest Avenue. It offers picturesque views of the marina from its elevated position – one from which many a photograph of the marina has been taken at different times of the day and night. The remaining road and the area around the public toilets were sealed and today this provides parking as well as road access to the public ramp and the lower road that curves around the north, south and western borders of the marina. Some sacrifice was required to ensure ease of access to the squadron's launching ramp and the eastern corner of the lawn and barbecue area were cut off at an angle. The marina kerbing and pathways were completed by Don Manning, Bill Smith and their team of volunteers.

Other works also completed by this group in the 1980s included the pavers and sleepers to the front entry as well as the planting of shrubs around the boat yard and barbeque area. Both plantings afforded protection from the wind but also transformed the area from that of a denuded landscape to one that is lush with Australian natives. Less attractive in appearance, but nevertheless necessary, was the building of the retaining walls that slope down to the marina waters. To prevent soil erosion during periods of rain the steep banks that lead down to the marina waters needed shoring up. Most are reinforced with the rocks and concrete from previous excavations and marina developments. The wall closest to the boat shed, on the Western Port side of the squadron's launching ramp, is made up of tyres.

Members will no doubt have noticed that the "Great Tyre Wall of Smith" has been completed, the grassed area sown and growing. It is indeed in keeping with the rest of our grounds, and should be a boon for rigging off the beach yachts. A big "Thank You" to Bill Smith for his great effort.³⁸

Today at low tide a small beach appears – a relic of the original beach from which the first Cherubs were launched. This area was made even more idyllic by the flock of domesticated ducks that resided

at the squadron. They could be seen happily paddling around the marina or squeezing under the gate leading to the barbeque area and lower meeting rooms, looking for a friendly member to feed them.

Over the years the area above the tyre wall has developed into a boat yard. It initially developed randomly but in 1982 with member numbers totalling 417, activities were getting out of hand in this area. 'Boat yard considered to be badly organised, full of rubbish and access should be restricted. Small sub-committee appointed to handle these matters.'³⁹ From the early days members maintained their boats; therefore, as their numbers increased, space for this work became tighter. Even today many members still carry out annual maintenance chores themselves. The boatyard was always a fully functioning yard and improvements have been made to allow members to safely and easily carry out maintenance on their boats.

Then, as the number of boats grew, a boatyard manger was appointed. The job of letting members in and out of the yard had become too onerous for the secretary. 'In the future those wishing to put boats into the yard for maintenance should contact Alan Hazeldene, 420 Seaspray Avenue, Cape Woolamai.'⁴⁰ Over the years, in order to accommodate the larger boats, members built the squadron's work-trailers. These are the workhorses of the yard and it is onto these trailers that boats are placed and slowly rolled into the yard so the hulls can be cleaned and repainted and other works around the boat completed. It is not an unusual sight to see several masts rising above the yard fence while the yachts await service.

Another Heavy Boat Trailer was built. Harold Waldron and John Heider constructed a trailer designed especially for keel type yachts. This brings the number of trailers available to seven.⁴¹

In time, the yard was concreted, which made washing down of boats easier and stopped the resultant mud patches. The squadron routinely upgraded the tractor that was used to move yachts and boats on the club trailers. A small shed for the storage of equipment had been erected in the yard in 1983 but by 1991 the boat yard committee reviewed the need for a larger shed since boat repair and maintenance had been held up by bad weather several times during the year. The solution was a shed with an extended roof, or overhang, which permitted three boats at a time to remain under cover. The proposed shed and extended roofing were to be of green colour-bond cladding, which would blend with the landscape. Fast-growing shrubs and creepers were to be planted along the west fence to improve the general appearance of the yard. The erection of such a structure would not significantly interfere with the view from the cliff top above the clubhouse or the beach between the public ramp and Newhaven jetty. The project was costed at between \$9,000 and \$13,000 and the relevant permits were applied for.

THE CLUBHOUSE

In the years leading up to the twenty-fifth anniversary of foundation, some major works within the clubhouse were required. At this time, the building committee consisted of Stuart Hancock, Harold Waldron and Alan Hazeldene. Clubhouse maintenance, such as rewiring, was carried out by Jack Dunn who had been the original electrical contractor when the clubhouse was built. The roof was replaced together with some associated plumbing works, which included purchase and installation of new galvanised rainwater tanks to replace the old water tank. A pipe was installed to run down from the water tank to the marina jetty, allowing boats to refill their water tanks. Later, the rain water supply from the tank was extended down to kitchen. The project cost the club \$3,377. The ground floor showers and sink area had been installed in the previous decade and, with constant use, had

become very run down. Ultimately these were plastered, cleaned and painted with the added attraction of a new hot water service that supplied the coin-in-the-slot showers.

Initially, only the first floor had been enclosed while the downstairs area was used as open undercover storage, but with an increasing membership more indoors areas were required. This led to the downstairs area becoming enclosed and this, in turn, led to problems with storage of the off-the-beach dinghies. In 1985 a plan was developed for the construction of a dinghy storage area at the western end of the clubhouse. By November 1986 these plans also included modernising the front entrance to the clubhouse. Work commenced on both projects in 1987, and although hampered by bad weather and industrial strikes, the dinghies were finally moved before the end of 1987 from under the main body of the clubhouse to the racks at the west end of the club. Although Commodore Arthur Foster was pleased with the developments, not all members were impressed, some continuing to complain about storage, exposure to weather and security.

As the squadron's twenty-fifth anniversary approached, they had much to be proud of.

As an example of how Newhaven does it, let me refer to the recent Working Bee when over 70 of our members participated and all the projects planned were completed together with several additional items. In contrast another Club managed to attract only seven. As long as we maintain this level of enthusiasm, our next 25 years will be equally prosperous.⁴²

Concurrently, social activities on the first floor of the clubhouse were being held in an increasingly cramped space. A large deck was built at the western end of the upper level of the club, which apart from being greatly appreciated as an outdoor entertainment area, also opened up extensive views of Western Port and the yacht race course. Later, the radio room was built out at the eastern end of the balcony. 'The area under this deck provides storage for O.T.B. (off-the-beach) dinghies, which is superior to any other Club on Westernport. Under the Clubhouse is now an excellent open area for race briefing and informal social activities such as BBQs, etc. Plans are in hand for appropriate upgrading of this facility.'⁴³

Col Martin donated a large clock that was installed on the external balcony wall and was visible from most of the marina. Peter Watson painted a large burgee and installed it on the external wall under the radio room window. It remained there until it was replaced in 1994 by a metal burgee with commercial grade coating. Ken Martin and his wife along with Ken and Phil Doig donated a photograph of the marina and clubhouse. Alan Hazeldene donated a table-tennis table and equipment for use in the lower club area. Then a kiosk for club merchandise was constructed at the north end of the store room under the clubhouse. This opened to great fanfare in October 1987, staffed by Bob Donovan and Hilary Hazeldene.

Bob Donovan also constructed the showcase to display squadron merchandise. Amongst the items on sale were a hundred sailcloth burgees purchased from Hugo Ottoway Sails at \$5.00 each. These sewn burgees kept members supplied until a new set of printed burgees was purchased in 2001.

The clubrooms upstairs also went through a number of major and minor changes. Acoustics had become a problem with more members attending social functions and increased noise levels. Advice was sought from a CSIRO sound engineer and this was acted upon with the installation of a perforated metal material on the ceiling. 'That ceiling is the last gasp in sound control.'⁴⁴ The club paid \$3,944 for the material and its installation. Minor changes included the purchase of linen tablecloths in the early 1980s, the installation of cooling fans also in the early 1980s, and electric

hand driers in the toilets in early 1990. A microwave was purchased in 1993. Also in early 1990s, all the mismatched chairs were replaced when one hundred identical chairs were purchased. At the same time the entire complement of wine glasses was replaced. A Kelvinator Clubman dish/glass-washer was purchased for the kitchen, no doubt to improve the lot of the social committee when cleaning up post-function. Concurrently, the downstairs barbeque area was further developed and paved. New barbeques and outside garden settings completed the refurbishment. Members were invited and encouraged to use the facilities.

For informal meals; barbecues or whatever; you should know that full kitchen facilities are at your disposal – the kitchen is not locked, making it easy for you to make use of all necessary equipment, ovens, glasses, crockery, cutlery; with hot water and tea towels...The barbecues on the lawn are electric...Downstairs facilities are available, especially during inclement weather.⁴⁵

Developments were also occurring on the technological front. In April 1984 a 26-inch television set was rented for use in clubhouse on a trial basis. A new IBM golf ball typewriter was purchased later that year. Also in 1984, a sub-committee was formed to consider the purchase of a computer for club use and in August 1987, after some years of deliberation, the club purchased its first computer and software package. 'Treasurer R Bayley reports that the Club finance records for January and henceforth will be handled by the new computer.'⁴⁶

This was obviously a popular move as less than eighteen months later the committee looked at the potential benefits of a new and larger computer that could not only handle financial records but also the records for club membership and race programs. The benefits of the computer age were becoming obvious to the membership and in late 1989 squadron member Gary Croom organised the purchase of a Compaq computer with printer for \$3,400.

Gary also later assisted the Club with specialised software that he wrote for club records and with a race control and handicapping program that Gary was selling to Sailing clubs at the time. This program was still used in 2002 for Club races.⁴⁷

Soon after the purchase of the computer in 1989, the club's first photocopying machine was bought and the office duplicator was disposed of. Letters and articles could now be written, corrected and printed in multiple copies thanks to the newer technology that had been introduced. No mention is made in the minutes of what happened to the typewriter but no doubt it suffered a similar fate to that of the duplicator.

Communications with the outside world had been by telephone from late 1980 when the club installed its own telephone. This was freely available to the membership on an honours basis. Unfortunately, seven years later, human nature being what it is, the committee was forced to limit calls outside of Phillip Island.

The telephone in the Clubrooms was installed firstly, for use in emergency and secondly, as a service to Members. A telemeter was provided and it was expected that users would deposit the appropriate sum of money in the coin box.

Alas, this was not to be – over the past year the shortfall was around \$10 per week. Your Committee had no alternative but to bar STD calls...Members wishing to make STD calls will have to use the public phones near the Newhaven store or the San Remo Post Office.⁴⁸

The other form of outside communication, before the introduction of emails and mobile telephones, was the fax machine. The squadron invested in such a machine in mid-1992, initially using the existing telephone line because nobody believed that there would be a great enough need to justify paying for an additional telephone line. Prior to this faxes were sent to members' privately owned machines. With the purchase of the squadron fax machine, members were reminded to call the recipient and inform them of the fax's arrival.

Problems soon arose with the competing needs of telephone and fax access so a dedicated fax line was installed in April 1993. Ten years later these forms of communication would be superseded by email.

THE NEWSLETTER

The club used the quarterly newsletter to advertise its social and boating activities as well as improvements to the clubhouse and marina. Notices were posted in the two-sided glassed-in notice board outside the entrance to the marina. This was erected in May 1989 and is still in use today. Also in 1989, the club started swapping its newsletters with other clubs in the Westernport area and with the Bendigo Yacht Club. The importance of the newsletter was highlighted in a somewhat amusing manner when a new colour cover wrapper was introduced.

We were rewarded to learn of one members' appreciation of the new cover of our Quarterly – said member has not been to the Club for sometime due to family commitments however he was relieved to find his boat still floating – it is pictured on the cover.⁴⁹

The newsletter was the first introduction that new members had to the squadron. Recognising that, given the influx of new members, the committee would not be able to greet each one individually, a sub-committee was formed in September 1989 to meet prospective new members. The mornings of the second Saturday of the month were nominated as the official day to welcome new members. 'The resume of the Squadron given to the Saturday evening group, in conjunction with a welcome to new members by the Vice Commodore (F A (Fred) Arblaster) was interesting and informative and should be repeated regularly'.⁵⁰ A Welcome to New Members document was also included in the newsletter of September 1989. In recognition of the increasing number of women who were becoming members or associate members, a special column was published in the newsletter of March 1987 entitled 'Saucy Sue'. This carried advice for women in regards to sailing. By today's standards it would be considered patronising as it principally dealt with how a woman could support the captain and crew.

When it comes to safety, who better to watch that everyone complies with the rules and wears the correct gear (especially if there are young children aboard)...The skipper will only be too happy to hand the galley (kitchen) over to you but can be puzzled by your lukewarm enthusiasm as you see yourself trying to cook under difficult conditions. I know we can make a far better job than the average male, however in the case of our Yacht Squadron, it would be a rare occasion if the cooking was done in bad weather.⁵¹

In later years, although the column continued to promote a woman's position on a boat as supportive, it also started to promote women's sailing activities courtesy of the Australian Yachting Federation's bulletin. This newsletter advertised such events as the 1987 Pre-Olympic Regatta – Pusan, International Women's Keelboat Series – Perth – January 1987 and the Australian Women's Sailing Championships. The last 'Saucy Sue' article was published in June 1990.

The squadron's newsletter continued to act as a source of social gossip. It was noted that Commodore Arthur Foster and his wife Ethel visited Fiji but that 'no-one expected the visit to precipitate a revolution.'⁵²

Mike and Ruth Weidman visited Bangkok and Pattaya...Yvonne and Pat Bourke went to Eastern Canada in mid-winter. Reason – Daughter having baby. For the same reason Marg, Greg and Norma Stuart are holidaying in New Zealand...Hennessey went to Paris. John stayed home in Australia. We are uncertain whether a previous visit to Paris was the reason.⁵³

Members obviously took advantage of the invitation to use the clubhouse facilities because in 1989 the committee decided that space was once more at a premium and the facilities would no longer be available for external groups on Saturday nights. As the squadron approached its twenty-fifth anniversary it became obvious that some major renovations were required if the clubhouse were to be as up-to-date as the marina. Plans were drawn up to refurbish the kitchen, develop a new foyer, construct a first-aid room in the western end on the lower level, as well as a post-race function room. This would once more necessitate moving the Division 2 boats from the dinghy racks at the west end of the club. Phillip Island was about to be connected to the sewerage system. Plans were drawn up to build a new substantial toilet upstairs and have this connected to the new sewerage system rather than to the original septic tank system. In November 1992 at the annual general meeting, members approved the expenditure of \$50,000 on the suggested renovations. Plans were immediately developed so that work could commence in 1993.

SOCIAL EVENTS

The two stalwarts of the club's social life were, and still are 'Happy Hour' commencing at 5.30 pm on Saturday evenings, and the squadron's working bee.

The Working Bee was as usual very well attended (some 85 or more toilers) resulting in a number of jobs being completed. My thanks to all, including our ladies, who not only worked hard, but found time to prepare an excellent morning tea...A BBQ Luncheon concluded a very satisfying morning's work.⁵⁴

Santa's Christmas visit, the Easter Bunny's egg hunt, Australia Day celebrations, the New Year's Eve party were all still regular clubhouse events that continued on from the days of the squadron's foundation. They were very successful events with the added bonus of pre-dinner drinks provided by the club. Food continued to be prepared by the social committee who served the guests turkey, pork and Christmas pudding with sparklers.

'They had those little sparklers for New Years Eve. This woman had a bit of grog into her and she had it up near one of those dresses and it all burnt – she got a new dress out of it from the insurance. They went crook so we didn't use them ever again. They used to get up to some pranks. They'd come here dressed up. Some of them used to do a bit of a turn – two or three of them get together and have a sing or act – by God, they were good.'⁵⁵

Often these functions were graced by visitors from overseas, who were guests of club members. Some were family but often friendships developed as a result of travel and when overseas, the hospitality was returned.

There were visitors, including two world travellers from Germany; once introduced Horst and Irmgard Meier obviously settled in comfortably

with our celebrations. New members and others of long standing were there, all warmly welcomed by Commodore Fred, who with Eva had virtually just stepped off the plane from a short family Christmas get-together in Perth.⁵⁶

The twenty-fifth anniversary dinner held on Saturday 7 February 1987 was particularly well attended. Ken Lacco Senior, Foundation Rear Commodore, was the guest of honour. Nifty Nev of Advanced Catering served a four-course meal. Music was provided by Alan Clark on the Hammond Organ. The festivities started at 7.00 pm with sherry served before dinner. And the cost for the evening was \$12.50 per person. According to Commodore Arthur Foster, 'it was a night to remember'.⁵⁷

Film nights were popular in the 1980s. These were held at the clubhouse on a Saturday evening and club members brought their own food and drinks to consume while watching the film. At times these were commercial movies such as *Three Men and a Baby* that screened in 1988. On other occasions the films were members' own copies of sailing events. The 1937 America's Cup silent movie (in colour) showed the 130-foot yachts that were the precursors of the modern 12m class. Also the film of the Whitbread Around the World Ocean Race was always very popular as it graphically demonstrated the heavy conditions off Cape Horn.

Members also showed films of their own voyages. Ron Boyd entertained members with a yachting documentary of a trip he made to the Whitsunday Passage with the Stuarts, Smiths and Col Martins. This was as well received as any commercial film.

Several weeks ago, the Film Night at the Club House featured among other films an excellent production by Ron Boyd documenting a yachting visit to the Whitsunday Passage by the Stuarts, Smiths, Boyds and Col Martins. The photography was first class; the commentary and sound effects quite professional. When Ron retires shortly, we understand he may edit some of the other film he has on hand, and treat us to a further presentation.⁵⁸

The social calendar also contained the squadron's official functions – Opening Day, the annual dinner and trophy night. Opening Day in particular was a grand occasion. Boats were decorated as members vied for best-dressed yacht or motor launch. The boats would stream out of the marina into Western Port and once the commodore's boat was in place the Sail Past and salute would commence. Boats would then stream back into the marina after saluting the commodore. Members and visitors were treated to a colourful display from the banks of the marina and the club's balcony. Occasionally, there was a bank-up of boats at the marina entry. Due to the narrow entry channel, they jockeyed past each other back to their berths, much to the amusement of the crowd, although not to the skippers who were more concerned about the possibility of damaging their boats. In some years the Sail Past occurred in perfect weather, in others it was somewhat disappointing.

The squadron always made an effort to invite interesting guest speakers to open the sailing season. Some years this person would be picked from the members, such as Merv Horan, past commodore and long-time member who, it was noted in the newsletter, gave a humorous address in 1990. In other years the guest would be a local member of government – Shire President Stan Gates in 1988; Don Coleshill, President, Shire of Phillip Island in 1989 and John Matthews, Deputy Shire President in 1992. It was always a sound move to show off the club to the local government so as to garner their support. In 1984, no doubt to ensure that in spite of the various problems no bad blood existed between the squadron and the state authorities, the club invited the Honourable Rod MacKenzie, Minister of Conservation, Forest and Lands. Members from affiliated organisations were also

welcomed – Mr WAJ (Bill) Currie member of the Brighton Yacht Club (skipper of *Once More Dear Friends*) and executive member of the Victorian Yachting Council in 1987 and, Eden Allica, Past President of the Victorian Yachting Council in 1986.

In September 1988 a trivia night was added to the social activities. This did not quite run to the expectations of the organisers as ‘The “Renovators” had their own idea of achieving bonus points much to the Quiz Master’s total horror!!’.⁵⁹ Over seventy people attended this night, with Phil Van Schaik, a local school teacher and club member, acting as the quiz master and running ‘the show in a most humorous fashion...The Hill Mob (guests from San Remo), took out the main prizes of indoor plants and port...All agreed such a good night should be repeated.’⁶⁰

The first Cup Day party was held in 1991. This was an informal Happy Hour style gathering to celebrate the running of a horse race in Melbourne. Sixty members and friends participated in a ‘bring your own’ (BYO) food and drinks afternoon with the sweeps on the races being organised by Reg Bagley and Greg Stuart. Table decorations of paper horseshoes were the order of the day. Another regular function was the Garden Party. This was held either at the clubhouse or at members’ residences.

Early morning rain on Sunday, 6th October caused some concern for those who wished to attend the Garden Party at the home of Geoff and Muff Crockford. Geoff’s confidence never wavered and by mid-day he had a glorious spring day to greet his guests.

Luncheon was taken on the terrace area in warm sunshine with the guests enjoying their barbeque and wine at the tables provided. Muff and family worked diligently supplying their guests with those superb pancakes and lashings of cream. Tea or Coffee available to the 40 guests completed an enjoyable meal.

The, a stroll through their miniature botanical garden, with such a large number of their trees and shrubs in flower, was appreciated by their guests a brought to a conclusion a very pleasant Sunday Afternoon.⁶¹

SOCIAL SAILING

The post-New Year’s Day Race, usually held in the first week of January, also included a picnic at Sandy Beach and was popular with families. The race itself was a sternchaser start with yachts starting at intervals based on their Club Handicap. If all went well, the boats crossed the line in a perfect photo finish. The race was followed by a picnic at Sandy Beach near Red Point. All Newhaven Yacht Squadron boats – motoring and sailing – were encouraged to attend.

Cruising was another popular activity. The longest-running cruising activity was the overnight to Westhaven in Hastings. These were often organised by Ian Jemmeson.

At the end of the Season, almost impromptu gathering of 14 sail and power boats for an overnight cruise to Westhaven marina, Hastings, comprising some 36 persons, including families with children.

Boats sailed with the tide to mid-afternoon Saturday for Westhaven where once berthed, gathered for “Happy Hour” among our boats. A quick change and tidy up, then most proceeded to the “local” for an excellent dinner at the “Piano Bar”. Later we came back to our boats for a good night’s sleep. After breakfast on board, we all sailed for

Newhaven mid-morning – enjoying a stiff breeze for the run home – with declarations most would like to be involved in similar social sails next Summer.⁶²

And they did return the next year when Don Manning organised that cruise. It was another enjoyable overnight stay with thirteen boats and thirty people setting off from Newhaven and having a ‘challenging sail’ before reaching Westhaven. This was followed by ‘some hairy berthing practice – with enough advice to thoroughly confuse even the most experienced attempting stern to, in a stiff breeze’.⁶³

A cruise that is well remembered relates to the arrival in Port Phillip Bay of the tall ships to celebrate the bicentenary of the founding of Australia. In late December 1987, five squadron boats left the marina in the early morning. Initially, Hamish and Christian Hughes in *Rebecca*, Angus Hughes in *Trevally*, John Hennessy, Robert and family in *Dr Who*, Bernie Heyen and crew in *Windsong*, Alan Garrett and his all-family crew in *Saltbush Bill* and Harold Waldron, Keith Rumble and Col Martin in *El Sao* sailed together but soon took different routes and the faster craft sped away. They met up, however, at the Heads on slack water and joined the flotilla, both on the water and in the air, and followed the Tall Ships into Port Phillip Bay and on to Melbourne.

‘The crews spent New Year’s Day in Melbourne strolling around the docks and inspecting the ships and boats as well as catching up with friends. They finally set sail on 2 January 1988 and had a marvellous sail back to Phillip Island trolling for ‘couta (barracouta) until the bottom of the cockpit was covered with fish’.⁶⁴ The near perfect run home was almost marred by engine failure in the channel leading up to the marina in Western Port.

The outer red light was reached, motor started, sails lowered and folded, just past the green light – we got it made- when our engine decided it had had enough.

A scramble to get the anchor out and then look at the engine where a pipe had broken off. Just then against the dark skyline a mast could be seen coming down the channel. Oh! Fortune smiles again for it was Angus Hughes in “Trevally”, who won the worrying task of towing us in. After 116 hours sailing we were safely in the Marina after a wonderful 4 days on the water.⁶⁵

The Shire of Bass invited the squadron to participate in the local bicentennial year celebrations by holding a special race on the day of the annual San Remo Challenge Swim/Run Race. The Shire donated four bicentennial medallions to be awarded to the winners of four divisions: keelboats, trailable yachts, small yachts sections A and B. The races were conducted in Cleeland Bight around a triangular course before finishing under the Phillip Island Bridge. The crowds on the bridge, the San Remo piers, the San Remo beach head and Cleeland Bight beach were treated to a brilliant sight as the yachts vied for those prestigious medallions. The winners were Alfred Zuegn (*Emma*) – keelboats, Ian Jemmeson (*Silk Department*) – trailable yachts, Chris Wilson (*Impulse*) – small yachts (A), and John Manning (*Veteran Affair*) – small yachts (B).

SAILING – Division 1

Despite all the activities taking place – developing the new marina, keeping the clubhouse up-to-date and the social whirl on land and sea – members still found time for competitive sailing, boating and fishing. Their enthusiasm shone as they vied for new trophies. In May 1985 AH Stuchbery donated the perpetual trophy for the annual club champion. In December 1985 A Brouard

donated \$300 for the purchase of a perpetual trophy for the fishing competition, and in March 1987 two perpetual trophies were donated by Bob and Bunty Hughes. The Hughes Trophy was for the cadet showing most improvement and the Navigator Trophy was to be awarded to the winner of the Annual log Trials.

In March 1987, Ian Jemmeson thanked Commodore Ken Stuchbery for donating the Commodore's Trophy that Jemmeson had won. This trophy was presented to the winner of a race over a substantial course in Western Port. The winner held the trophy for six months, at which stage it was returned to the club trophy case and the winner was presented with a small gift at the annual club presentation night. It took Ken Stuchbery nineteen years to win the cup that he had donated, finally doing so in 2006 when he sailed *Apricot Free* to victory.

Each year, members participated in the sailing series with greater or lesser enthusiasm. Races were subject to the weather irrespective of how enthusiastic the sailors were. Season 1985/86 was marred by an indifferent Summer which forced the curtailment of many boating events although Division 1 racing went ahead unscathed. All the aggregate series races, the annual Around Phillip Island Race and the first Waratah Bay and Return Race for many years, all ran to schedule. To add interest to the season, the squadron Division 1 yachts were involved in the Westernport Challenge Race and the Phillip Island Clubs' Triangular Series, a series of three races between the three Phillip Island yacht clubs in both the trailable and fixed keel divisions.

Their enthusiasm knew no bounds that season. The yachts took part in an invitation race with the Boomeroo 22 Association during the Boomeroo's visit to Newhaven for championships on 15 February 1986. This event attracted twenty-two entrants of which seven were squadron boats. That season, the breeze was very light and as Boomeroos not only did not use spinnakers but also used a different handicap system, a combined result was not considered. However, of the squadron boats, on corrected time, Don Manning came first and Michael Dixon took line honours.

In contrast to the becalming conditions experienced during the Boomeroo Races, the Waratah Bay Race was subject to a tail wind, which increased to twenty-five knots and had the yachts surfing on Waratah Bay. The distance of forty-five nautical miles was sailed in the amazing time of a few seconds over six hours by Garrett in *Saltbush Bill*, with all five yachts finishing within seven hours and thirty-five minutes.

By contrast the return journey on the Sunday began in near calm conditions, and all yachts took about three hours to sail the few miles to Cape Liptrap. Two yachts, with commitments back home becoming urgent, had to resort to motor, thus incurring disqualification. For the others, patience was finally rewarded with the arrival of a sea breeze which made for a comfortable run back to Newhaven.⁶⁶

El Sao, skippered by Harold Waldron, was the combined overall winner with *Saltbush Bill* (Alen Garrett) and *Genista* (S Phillips) coming second and third. However, line honours in both stages went to Alen Garrett in *Saltbush Bill*.

The race record for the Waratah Bay Race continued to fall over the years with the winning time dropping to under six hours until finally on 27 December 1988 the then current record took a beating during a blustery Waratah Bay Race.

This most exciting race took place in winds of 30-40 knots, with the two Noalex 30's surfing down 5 metre waves at speeds over 17 knots.

Alfred Zuegn (Emma) finished first, followed closely by Ken Stuchbery (Apricot Free). More than one hour was taken off the previous record with the 44 nautical miles covered in 4 hours 46 minutes.⁶⁷

After an overnight stay at Waratah Bay, as the weather had settled from the previous day's windy conditions and no doubt as a treat, the boats then cruised to Wilson's Promontory in very pleasant conditions and rested in Refuge Cove before returning to Newhaven.

If the first stage of the Waratah Bay Race in 1986 was fast, then the Around Phillip Island Race that year turned out to be 'one of the fastest on record'.⁶⁸ Who else but Alen Garrett, given his results in all the other Division 1 races, should cross the line first in six hours and three minutes, the fastest time recorded to that date. This was the biggest field that had participated in a number of years, with a total of nine yachts. Although the race started in light conditions it was the home run that resulted in a thrilling spinnaker run.

In 1986 the Westernport Challenge was conducted by Rhyll Yacht Club in three divisions – trailable yachts, with seventeen starters; keelboats, with thirteen starters; and multi-hulls, with two starters both from Warneet. Although some were deterred by the strong, cold wind on the morning of the event, all of the Newhaven contingent competed.

At the end of the day, Rhyll Yacht Club retained the team's title by taking all placings in the trailable division. Newhaven's chances of taking out a minor placing in the trailable division were scuppered when Don Manning's *Ballerina* developed gear trouble and was forced to retire. The Newhaven team had better luck in the keelboat division when Alen Garrett, Harold Waldron, Bernie Hayen and Col Martin won the team's event from the Hastings Yacht Club and the Flinders Yacht Club. Not surprisingly, given his previous wins, Alen Garrett once more took out line honours and was second on handicap.

Alen Garrett continued his winning form, which he had been honing since 1984, by taking out line honours in the first two races of the Triangular series. Although the Rhyll team won the races, Newhaven came a creditable second and Alen Garrett became better known because of an amusing incident.

Final spinnaker set on board "Saltbush Bill" and suddenly clothes were strewn all over the water. It seems that a GARRETT crew member used the spinnaker bag as a clothes basket without the skipper's knowledge. All articles were retrieved by Skipper Alen after going in for a cold swim.⁶⁹

Summer was the main racing season for the club and one where, at times, results could not be predicted. Twelve boats, including three visiting ones, participated in the Around Phillip Island Race in 1988. The winner was a surprise to those sailing and possibly even to himself. Neville Harsant had just acquired his H28 *Castaway* and possibly intended this race to be a try-out. However, his crew of Dean Carter and Greg Stuart had other plans. They recorded a close win from Harold Waldron in *El Sao*, G Jenkins in *Tam O'Shanter* (Hastings Yacht Club) and P Talbot in *Blue Dolphin* who all probably thought that *Castaway* was being taken for a run-in rather than a race.

Not all crew members looked forward to the yacht races. Some like Brenda Garrett were subject to seasickness when conditions became rough, although she still participated in the Around Phillip Island race, possibly in the hope that not every race would be run in foul conditions. However, when the weather turned bad the 'torture' began.

Another bout of vomiting, my throat and stomach painfully straining as they tried to hold down the last remnants of food. It was no use, the seasickness had set in, there was nothing to do but wait...waking I smelt the foulness of my clothes. My skin was dry, salty, my hair stiff, and sweat soaked into my clothes. My body hurt all over, the arm beneath me cramped, while the side of my head ached from its uneven resting place. The yacht was now running calmly down wind I guessed. Slowly I opened my eyes not daring to move for fear of dizziness. I had survived, soon it would be over!⁷⁰

Although the Around Phillip Island Race is the better known of the two, the Around French Island Race was a popular one for retractable keel yachts that could negotiate the shallow ground on the north side of French Island. In early December 1987 that race was cancelled due to very strong wind and rain conditions. It was held on 30 December 1987 and struck the opposite conditions, hot and sunny with almost no wind. The boats made it to the north-east tip of the island but the race was abandoned as the tide began to ebb; thus making the water too shallow even for retractable keel boats. Rather than sail home, crews opted for a picnic lunch under the pine trees at McLeods, the old prison farm. In the afternoon, with the tide coming in, everyone enjoyed a pleasant spinnaker run back to the marina.

If some races had redeeming features, one Warneet Race started badly and proceeded to develop into a farce. On Saturday 25 November 1989 the morning dawned with a beastly easterly wind of thirty knots. On the way to the start line *Aquavit* lost its mast. The remaining five yachts had a wind-assisted fast run of an hour to Tortoise Head buoy, a run that would normally take two and a half hours. On the next leg *Silk Department* tore her main sail and *Emma* tore off her self-tacking jib track. Finally, *Emma* took line honours from *Silk Department*, *El Sao*, *Moorea* and *Blue Dolphin*, all reaching the safety of Warneet. As an aside, *Silk Department* was the only trailable yacht in the race so she took both first and last placing. After a night of partying around Warneet Club's barbeque, the crews prepared for the return voyage back to Newhaven. *El Sao* started the morning with a flat battery and *Blue Dolphin* dropped her outboard motor into twenty-five feet of water. After two hours of fishing with Denforth anchors, the motor was finally retrieved by the experienced fishermen of *El Sao*. The December 1989 *Quarterly* reported: Still more to come – 4.15 pm – *El Sao* runs aground in Marina entrance, 2 hours later *El Sao* back in berth helped by great effort of shore party of Alen Garrett and Tim Patten. *Blue Dolphin* also joined *El Sao* on the mud later that evening.⁷¹

Club members continued to distinguish themselves by taking out the Ileura and Noelex-30 championships as well as getting first place in the Flinders to Hastings Race in 1989/90. The following season, for the first time in several years, squadron yachts won the Westernport challenge as well as the Triangular series. Three squadron boats also competed in the Woolamai Classic Race on 1 December 1990, which started at Hastings and finished at Cape Woolamai. *Emma* (Alf Zuegn) won line honours and *Tulani* (D Carter) and *Papillon* (A James) came second and seventh in a strong Westernport fleet. In the second race, held nine days later at Hastings in forty-knot winds and heavy rain squalls, *Emma* (Alfred Zeugn and Richard Reynolds) won both line honours and first place on handicap.

The first single-handed yacht race was sailed on Sunday 25 February 1991. Ten entrants met at the start line with the eleventh failing to reach the line and returning to the marina. The breeze of ten to fifteen knots saw P Bagley surge across the start line first. The breeze increased in strength throughout the race but dropped back to pre-race conditions towards the end. As had become his habit, Alfred Zeugn crossed the line first; however, on handicap Ian Jemmeson was placed first with Phil Bagley and John Hennessy in the next two placing.

LOG TRIALS AND MOTORBOATS

For the log trials in the 1985/86 season it was a case of third time lucky. The first two times this event was scheduled it had been cancelled due to strong wind and rain conditions. By the third scheduled date, fair weather had finally arrived. This form of racing was first trialled in 1984 with great success. The idea was that it would 'provide an opportunity to show just how well you can navigate your boat around a set course at a speed you nominate'.⁷² Entrants had to know what speed their boat was capable of and the effect of differing wind and tide conditions on the boat's performance. Entrants also needed skills in reading a chart and plotting their course. To keep everything 'above board' check boats were placed at strategic and unexpected points in the course. This race was seen as a 'challenge to your navigation and seamanship'.⁷³

The powerboats were the winners in that series with Fred Arblaster coming first and Hamish Hughes and Stu Hancock second and third respectively. Once more, Fred Arblaster with his son Andrew showed, as they did in the inaugural log trial, that you didn't need a log so long as you checked your location and used known sightings as landmarks. Unfortunately for the yachties, they were placed fourth (Alan Quinn), fifth (Merv Horan) and sixth (Lock Berry). This was not always the case, as in the 1987/88 season Jock Berry won this event in his yacht albeit with the yacht's outboard motor chugging along. In spite of fairly difficult weather conditions, with a loss of only one hundred and seventy-four points, he navigated his way around the course better than his Motorboat colleague Neville Harsant, who came second. Commodore Ken Stuchbery, however, virtually sailed the course and still managed to come third. By 1990, the log trial had been cancelled in several successive seasons due to lack of interest. The newsletter of the time reports that commodore Ken Stuchbery found this state of affairs disappointing as he believed that this form of event dramatically improved sailing skills and increased ties to the squadron.

SAILING - Division 2

At this time Division 2 racing was also experiencing a decline. This had been the pattern intermittently over the years. An attempt was made to renew interest by providing a training scheme similar to the successful one run during the 1979/80 season. As the squadron no longer owned sailing dinghies, the volunteer instructors offered the use of their own boats. A request was sent out to members asking them to lend any disused sailing dinghies they may have at home. Support for Division 2 was strong among the senior membership with Bill Smith, Bruce Talbot, Alen Garrett, Don Wilson and Don Manning all offering their services to teach novice sailors. The newsletter notice suggested that 'members with youngsters from 10 to 18 years will find this is an ideal opportunity to have their son or daughter coached and supervised by experienced instructors into a water sport which can only assist in maintaining close family links with a common interest – the sea'.⁷⁴ To further stimulate interest, sailboard racing was encouraged; a separate sailboard division was planned but interest was tepid.

Whether it was because of the impassioned pleas in the newsletter, or the fact that the America's Cup was being contested in Perth at the time, there was a resurgence in numbers of Division 2 (or off-the-beach sailors) in the following seasons. The would-be 'Connors' and 'Murrays' encountered heavy conditions, which resulted in the cancellation of half the races during season 1986/87. But there was keen competition in the races run, reflecting the benefits of the training program. In previous years Division 2 boats were rarely completely manned by cadets due to the lack of numbers;

however, in the 1986/87 season cadet-manned boats almost completely dominated Division 2. That season, Anthony Wilson won the Percy Fraser Shield perpetual trophy for Cadet Champion 1986/87. Bob and Bunty Hughes had just donated the perpetual trophy for 'Cadet most Improved in Sailing'. Winner of this trophy, as a result of fourth place in the Division 2 championship and second place in the club handicap, was Bill Manning, who had taken over his father's 125 Ace.

The club continued to arrange sail training sessions on the days that Division 2 sailing was scheduled. Alen Garrett conducted the theoretical sailing sessions using his own presentations and handouts, augmenting them with video films to illustrate his points. These theoretical sessions were followed by practical demonstrations in rigging small yachts and elementary sailing. Some lucky youngsters also had a chance to crew in the Division 1 and 2 races held after the course.

By the following season, competition in the small boats division was very strong. The champion of the season was Chris Wilson who took his sailing skills to the Australian Impulse Class Championships at Lake Boga and won the title of Australian Junior Champion of the class. His win was not without incident and excitement. In the second heat he worked his way up the placings to finish ninth but was unfortunately disqualified as he had forgotten to sign on before the start of the race. During the heats on 31 December the forestay broke, bringing the rigging down and resulting in some fitting either breaking or bending. Over the next few heats, Wilson dramatically improved his position, finishing five points ahead of the nearest junior. In the last heat disaster visited him once more. 'In the last heat a capsize shortly after the start resulted in the mast stuck in the mud and the fleet disappearing fast into the distance. After much pulling Chris got it free and the chase began. Chris will never forget that race and the eleven places he made up through the fleet. He was hiking out full stretch and a shower of spray on the reaches. Chris finished four points ahead of the nearest junior to win the title of Australian Junior Champion of the Impulse Class Association.'⁷⁵ At home in Newhaven he sailed a perfect score of seven first placings and won the Club Championship. He also won the title of cadet champion for 1987/88.

A Junior Training Regatta was advertised in the newsletter of 1987 and went ahead as promised in January 1988. The turnout was good, there was lots of excitement, a course was set and all were briefed on protocol and safety. Finally, the six off-the-beach boats that were stored under covers at the side of the squadron building were launched.

The afternoon brought a breeze with it so that the junior sailors in the Penguins, 125's and a Miracle were able to participate in some serious competition with the 125's trying out their expertise with the spinnaker. The following day the course was set so that the boats sailed with the tide rather than against it. That, together with a good breeze, resulted in a spirited race that attracted a flotilla of onlookers. Unfortunately, that afternoon the wind was once more absent causing a lot of frustration for sailors trying to get across the starting line. They finally gave up and had a tide race back to the marina.

The following day was equally frustrating and the junior sailors became experienced drifters. Finally, at the end of the day the six boats returned to the marina having 'completed hours of being towed and what seemed like minutes of sailing in the past three days'.⁷⁶

Division 2 races, two seasons later, were dogged by the same languid wind conditions. Two races were shortened as competitors were not making enough headway. In contrast, the cadet regatta was subjected to such gusty winds that only three out of the six races planned were sailed and in one race all but one boat was capsized by severe wind.

In spite of the occasional atrocious conditions, the junior sailors enjoyed themselves and were once more well supported by senior members of the club, especially the organisers of the regatta – Alen Garrett, Don Manning and Peter Watson. Over the next few years, sailing continued with mixed success in Division 2. There was good interest in season 1988/89 with twenty-five new sailors wanting to learn how to sail, potentially as a result of the program once again run by Alen Garrett over the preceding months. An example of the strength of the training program was the fact that a former cadet, Kylie Wright, was selected to crew on the *Sun Sport* in the 1989 Melbourne to Hobart race. The newsletter of December 1989 also noted the general improvement that was occurring in the sailing skills of the juniors.

The driving force of the program was Alen Garrett. Following his appointment as cadet captain, he had spent many hours preparing and conducting the ‘learn to sail program’ and his enthusiasm was endless. He left the squadron in 1990 to take up the position of deputy principal at a school on the Mornington Peninsula and was deeply missed by the squadron.

His departure, together with the changing interests of the younger generation and the changed social circumstances of those slightly older – such as work commitments, marriage or pregnancy – made a huge impact on the numbers attending the ‘learn to sail’ program and Division 2 racing. Season 1990/91 spelled the end of the dinghy sailing program. David Manning and Carley Bagley (*Numero Uno* – a mirror dinghy) won first place. Second came Malcolm and Debora Garrett (*Bombara*), and third were Stuart and Ben Healley (*Buccaneer*). Don Manning, writing in the *Quarterly*, had a special thank-you for Bill Smith who not only ran some of the heats but also donated a very generous amount of money for the trophies. Singled out as promising first-year youngsters in Division 2 sailing were Adam and Ryan Kidd in *Drumbeat* and Jonathon Ippel who sailed the club Fairy Penguin. ‘A little more experience and they will be right among the winners’.⁷⁷

Sadly, the minutes of September 1992 note that the squadron’s dinghy sailing program had been curtailed. However the camaraderie among the Phillip Island clubs was obvious when offers were received from the Cowes and Rhyll yacht clubs inviting Newhaven Division 2 sailors to join those two clubs in their Division 2 races. Sailing with other clubs was not unusual, especially in Division 1, but this would have been a sad moment for the club as dinghy racing, and the associated involvement of its younger members, had been the primary reason for the squadron’s formation in 1962. The loss of Division 2 sailing was formally noted during the end of sailing season meeting in May 1994 when the racing sailors recommended to the committee that ‘any future younger members wishing to sail “off the beach” should be directed to either Cowes or South Gippsland Yacht Clubs, both of which have excellent sail-training facilities.’⁷⁸ This recommendation was also incorporated in the Future Directions Plan published in 1995.

Despite the loss of the Division 2 sailing, the fortunes of the squadron continued to grow from strength to strength. The club remained a popular venue for other sailing associations. It had made its mark as an impressive host in 1964 when the squadron hosted the first Australian National Cherub championships. Its reputation continued unblemished as over the years it continued to receive requests to run races such as the Sonata Yacht Association’s 1990 championships and the Ultimate Yacht Association’s championships in February 1992.

SAILING FRATERNITY

Squadron members also participated in the racing activities of other clubs and associations. The Summer of 1989 was a particularly good year for the squadron ‘with so many Newhaven boats

competing so successfully against other Clubs it is encouraging proof to all Club Yachties that our own standards of sailing must be high'.⁷⁹ The Victorian Noelex 30 championships were held off the Blairgowrie Yacht Club over the Australia Day long weekend in late January. *Emma*, captained by Alf Zuegn and crew, took the championship. She was ably challenged by Ken Stuchbery and crew in *Apricot Free* who came third. The Queenscliff to Geelong Race, held on the same weekend, was won by Dean Carter and his crew of Robert Aitken, Matthew Ingham and Andrew Ross in *Tulani*. Captain Dean Carter, on hearing the confirmation of his boat's victory, was heard to say, 'Well we didn't come all this was to lose'.⁸⁰

In early February Ian Jemmeson and the crew of Ron Affleck, Andrew Jemmeson and Jeff Nunn sailed *Silk Department* in the 50 Miler in Port Phillip Bay. Commodore Ken Stuchbery exhorted the members to 'try to make Port Phillip ask "Where is Newhaven?" next season'.⁸¹ In 1990, *Emma* successfully defended her Noelex 30 title off Hastings with a perfect score of four straight wins. Once more captain Alf Zuegn with Richard Reynolds, Peter Lanson, Tim Marquart and Jeff Casley were to be commended for beating a quality fleet. But it was not just the senior members who were making the name of Newhaven Yacht Squadron feared. Two youngsters, Bill Manning and Pauline Draper, represented the club in the 125 class state championships in Frankston and at the Bendigo Yacht Club in season 1991/92. Twenty-five Victorian boats competed in a six race series. The two eighteen-year-olds in their overweight boat won their division and came seventh overall. Even on home territory, the competition was stiff with only thirty seconds separating the lead boats in the Commodore's cup. Don Wilson (*Hidden Agenda*) took the honours from Don Manning (*Veteran Affair*) who came second and John Hennessy (*Dr Who*) came third on a demanding course set by Dean Carter.

FISHING

Fishing was another important activity stemming from the early days when many of the original members were professional fishermen. In the first years of the club, competitions were held but no results have been recorded; or if they were recorded, they have been lost. The first recorded fishing results are from 1986. A series of four competitions were run throughout that year, each with six competition categories. The first competition of the season was attended by seventy-three people, which set a new record for the number of entries. Catches were reported as 'large' on a near perfect day for fishing. The second competition drew fifty entries although the fish were conspicuous by their absence. Both fishing days were followed by a convivial barbeque and the awarding of prizes to the winners in the categories of heaviest fish, most fish, most variety, most whiting, heaviest whiting and heaviest bag. Records of catches were kept for each competition in order to determine the season's aggregate winners.

In addition, thanks to a generous donation from Laurie Broussard, there will be a perpetual trophy for the fishing competition. The Season's aggregate winners in the six categories will each have their names engraved on the trophy as the champions, in their particular category, for 1985/86.⁸²

The ability to maintain accurate records with minimal work came about because of the purchase of the squadron's first computer that year. The penultimate competition was held on the Sunday of the Labour Day weekend in bad weather, with only twenty-three participants. The fishing results reflected the 'atrocious' weather conditions on the day and not the skill of the anglers. They do however prove that when the weather is poor you don't have to bag many fish to end up a winner.⁸³

On the final day of the competition, Easter Sunday, the weather improved, as did the fishing. The highlight of the competition day was that the heaviest fish and the heaviest whiting for the season

were bagged. The general consensus was that the successful angler, Les Trehearne, in both cases was 'breeding these big whiting somewhere.'⁸⁴

Fishermen are generally "loners" when engrossed in the pursuit of the piscatorial art, but come ashore and they are a gregarious (although secretive about exact locations) bunch.

Take Alan Curtis for example, just before the "Silly Season" began, he caught 20 snapper up to 3-lbs...All he is prepared to say is that he takes them from "Somewhere in Westernport". At least that's a start!

Stan Broad, who suffers from severe insomnia, has also boated some superb Snapper...Our "Senior Citizen", Doug Ratcliffe, who recently celebrated his 84th Birthday (he thought he was only 83), has also found a prolific spot—even at his age he's tight-lipped.⁸⁵

The following season, Frank Sunderland of Newhaven Hardware and Marine Supplies donated a Shakespeare 'Ugly Stick' rod and a Shakespeare heavy-duty deluxe spinning reel, for the Fisherman of the Year prize. This prize was displayed in the clubhouse throughout the season and encouraged much spirited competition. Unfortunately, the weather that season was uniformly bad, forcing the cancellation of some of the Division 1 races and ensuring that the fishermen had to be pretty keen to venture out. In spite of the inclement weather, six aggregate winners were named. However, the winner of the heaviest whiting of the season, Frank Sunderland, was determined by the drawing of the longest straw because Les Trehearne, Todd McKenna and Frank Carter all caught fish of the same weight.

The overall winner – Dave Howard – was one of two competitors who presented for the third competition on the Labour Day weekend when it was blowing a gale and raining heavily.

The fishing competitions went from strength to strength. In 1991 the Fisherman of the Year was jointly awarded to Muff Crockford and Ellis Perry. Muff Crockford's talents did not just lie in fishing. In December of the previous year she and her husband, Geoff, had hosted a very successful garden party for squadron members at their home in their miniature botanical garden. The following season Muff Crockford 'vowed that come hell or high water she [would] be competing for that coveted distinction of back to back premierships.'⁸⁶ Her main competition the following year was Merton 'Zane Gray' Roberts. He emerged the winner of the Angler of the Year award, renamed after Muff Crockford's win the previous year.

Bag catches were good but they never reached the levels of the early days. Squadron members, like the rest of the world, became interested in the environmental effects of their activities. These effects had been noted in the newsletters of the past.

Black swans which disappeared from this area some time ago made a welcome re-appearance several weeks ago. Whether they are escaping from the forth-coming duck opening is not known, but immediately catches of whiting improved dramatically...While some might curse them, leatherjackets have also returned to the bay – they have not been seen in any numbers for a few years. After all the talk of grass die back this is all good news as the above fish frequent areas of grass.⁸⁷

In 1990, two years short of the Newhaven Yacht Squadron's thirtieth anniversary, Commodore Ken Stuchbery (who remained active in all aspects of water activity) reported that in conjunction with the Western Port Association of Yacht Clubs, Newhaven Yacht Squadron was submitting

recommendations that included restricting boating in some areas, reducing commercial fishing in Western Port and imposing a bag limit on amateur fishermen.

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- ¹ Excerpts from 'My Boat – "Todaleo"' by Garry Hoath, NYS Quarterly, Winter 2005; 'Pirate Ship!' by Garry Hoath, NYS Quarterly, Autumn 2005; 'Tondaleo Returns Home To Sydney' by Florian Andrighetto, NYS Quarterly, Winter 2013
 - ² Proverb, NYS Newsletter, March 1982
 - ³ Ken Stuchbery interview with Wanda Stelmach, April 2011
 - ⁴ John Mitchell interview with Wanda Stelmach, April 2009
 - ⁵ Ken Stuchbery interview with Wanda Stelmach, April 2011
 - ⁶ Ibid
 - ⁷ Ibid
 - ⁸ Herb Fowler interview with Wanda Stelmach, April 2012
 - ⁹ Arthur Foster, Commodore, Commodore's Report at AGM, NYS Quarterly, December 1986
 - ¹⁰ Ken Stuchbery interview with Wanda Stelmach, April 2011
 - ¹¹ Marina Committee Report, NYS Quarterly, June 1987
 - ¹² Ibid
 - ¹³ Ian Jemmeson, Archive Notes, January 1988
 - ¹⁴ Ken Stuchbery interview with Wanda Stelmach, April 2011
 - ¹⁵ AG (Arthur) Foster, Commodore, Commodore's Report, NYS Quarterly, March 1986
 - ¹⁶ AG (Arthur) Foster, Commodore, NYS Quarterly, June 1986
 - ¹⁷ Arthur Foster interview with Wanda Stelmach, January 2009
 - ¹⁸ Marina News, NYS Quarterly, September 1988
 - ¹⁹ Ken Stuchbery interview with Wanda Stelmach, April 2011
 - ²⁰ Marina News, NYS Quarterly, March 1984
 - ²¹ Greg Stuart, Safety Officer, NYS Quarterly, December 1991
 - ²² Ian Jemmeson, NYS Archive Notes 1985-1990, March 1986
 - ²³ Ian Jemmeson, NYS Archive Notes 1985-1990, September 1987
 - ²⁴ Victoria Transport News Release, NYS Quarterly, September 1987
 - ²⁵ NYS Quarterly, September 1988
 - ²⁶ The Honourable Kay Setches MP, NYS Quarterly, March 1989
 - ²⁷ KE (Ken) Stuchbery, Commodore, Commodore's Report, NYS Quarterly, March 1990
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 - ³² NYS Quarterly, June 1992
 - ³³ Greg Stuart, Safety Officer, NYS Quarterly, December 1989
 - ³⁴ Greg Stuart, Safety Officer, Safety Notes, NYS Quarterly, December 1990
 - ³⁵ Ibid
 - ³⁶ Arthur Foster interview with Wanda Stelmach, January 2009
 - ³⁷ NYS Quarterly, March 1990
 - ³⁸ NYS Newsletter, December 1987
 - ³⁹ Ian Jemmeson, NYS Archive Notes, 1979-1984, August 1982
 - ⁴⁰ NYS Newsletter, December 1984
 - ⁴¹ KE (Ken) Stuchbery, Commodore, NYS Newsletter, December 1987
 - ⁴² AG (Arthur) Foster, Commodore, Commodore's Report, NYS Newsletter, December 1986
 - ⁴³ AG (Arthur) Foster, Commodore, Retiring Commodore's Report, NYS Newsletter, 1987
 - ⁴⁴ Ken Stuchbery interview with Wanda Stelmach, April 2011
 - ⁴⁵ NYS Quarterly, December 1990
 - ⁴⁶ Ian Jemmeson, NYS Archive Notes 1985-1990, December 1987
 - ⁴⁷ Ian Jemmeson, NYS Archive Notes, October 1989
 - ⁴⁸ NYS Newsletter, March 1987
 - ⁴⁹ NYS Newsletter, March 1984
 - ⁵⁰ Geoff Crockford, Member NYS, NYS Quarterly, March 1990

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- ⁵¹ Saucy Sue, Member NYS, NYS Newsletter, March 1987
- ⁵² NYS Newsletter, June 1987
- ⁵³ NYS Newsletter, March 1988
- ⁵⁴ FA (Fred) Arblaster, Commodore, Christmas Message from the Commodore, NYS Quarterly, December 1992
- ⁵⁵ Arthur Foster interview with Wanda Stelmach, January 2009
- ⁵⁶ NYS Quarterly, March 1992
- ⁵⁷ NYS Newsletter, March 1986
- ⁵⁸ NYS Newsletter, June 1986
- ⁵⁹ Saucy Sue, The Ladies Page, NYS Newsletter, March 1988
- ⁶⁰ Ibid
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- ⁶³ Geoff Crockford, Social Secretary, NYS Quarterly, December 1991
- ⁶⁴ NYS Newsletter, March 1988
- ⁶⁵ Ibid
- ⁶⁶ Boating Notes, NYS Newsletter, March 1986
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