

Mud Flats and Flowing Tides

The History of the Newhaven Yacht Squadron

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Chapter 6

2000 – 2005

Argo II – Marina Extensions

Lloyd Davis wanted a boat and not having the wherewithal to simply buy one decided to build one. He chose the design from an article he read in a Yachting Monthly magazine in the early 1960s. His boat is a Yachting Monthly Waterwitch Mk 1; a 30 foot, hard chine Thames style Barge Yacht designed by none other than the English Naval Architect Maurice Griffiths, ARINA. The Waterwitch Mk 1 has a displacement of approximately four tons in cruising trim and is classified as an eight tonner. With her masthead sloop rig she has a sail area of 514 square feet, using a Main and Genoa.

The boat was designed for amateur construction by a person with some basic carpentry skills. Lloyd Davis bought the plans in 1962 for £12-15-0. He initially took the plans to several boat builders as he was not confident that he could accomplish the task but they would only build the boat on a costs plus basis with no firm overall price! Davis put the plans aside for several years and in that time built three row boats with variable success. He then attended a Hobby Woodwork class at Dandenong Technical College where his main aim was to learn how to correctly measure and set out a job and the correct use of tools – some of which he did not know existed. In 1969 he started on his boat-building project.

With the help of the CSIRO Timber Division Davis converted the English timbers to those available in Australia. He approached a foundry to discuss the casting of the ballast keel, which weighed 2,500 pounds. He then went on to draw the plans to full size but as he did not have a floor 30 feet long he decided to draw them out on graph paper to the scale three inches to the foot on eight divisions to the inch graph paper. He built a yacht-building platform at his family weekend home at Corinella and had the bare keel delivered in early 1971. This now required bolt holes to be drilled – 11/16th of an inch through twelve inches of cast iron! This was accomplished by using a large T bar drill, hand held and sighted using a plum bob, level and a square...thus enabling him to drill the eleven holes at a rate of one hole per day. What a job!!

The Tallow Wood timbers for the Deadwood, Stem, Keel, Keelson, Skeg and Stern Post were sourced from Arkana Building Supplies as they had machinery to mill the timber into the large pieces measuring up to the 26 feet that he required. Other timbers were Queensland White Beech for planking and Philippine mahogany for frames with a mixture of other timbers for their characteristics. Copper nails, bronze and brass fastenings were acquired from a hardware store. After sixteen months the hull was completed with the deck on and half the cabin, but here things slowed down because a certain little lady had taken his fancy and he found himself married to Kitty. *Argo II* was completed in December 1978 and launched after the birth of his second child on Australia Day 1979. No trim ballast was required and she moved through the water freely and with great grace. Lloyd, Kitty and a small dog are a familiar sight in our marina taking *Argo II*, resplendent in her fresh coat of blue and yellow paint, out for a sail or a motor.¹

Chapter 6

2000 – 2005

Marina Extensions

'An idea without an element of danger is not an idea at all'.²

The preceding years had seen a groundswell of interest in the squadron's future. This started when Commodore FA (Fred) Arblaster proposed the development of a Future Directions Plan in 1994 and continued, in early 1999, under Commodore Matthew Ingham with a review of the 'Statement of Purposes, Rules and By-laws of the Newhaven Safe Boat Haven', which was more commonly known as the 'Yellow Book'. The work on the Statement of Purposes was continued under commodore Hamish Hughes in 2000 when he was part of a working group with George O'Brien, Brian Lee and Fiona Blackmore.

Our objective has been to retain those rules which have stood the test of time and have proved to be in the best interest of our members, but where necessary, to bring some rules up to date and remove any anomalies. We have also thoroughly considered your submissions for other changes particularly in relation to the election of the committee, improving continuity and better defining key responsibilities.³

With the new Statement of Purposes endorsed by members at the annual general meeting on 21 October 2000, the first committee meeting held by this newly elected group formalised the composition and function of the sub-committees. These seven sub-committees – finance, building, marina, editorial, motor and angling, social and sailing – were asked to review and update their directions papers so as to reflect their goals for the next term. The committee then addressed the now aging marina rules, presenting the final draft in September 2001. Following on from these changes a planning seminar was organised for 28 July 2001 where the general committee, sub-committees and invited members were to consider the next ten years of squadron development.

Twenty-one committee and sub-committee members attended. Also invited were Alan Bawden, CEO of Bass Coast Shire, and Richard Perry, director of planning and environment of the Bass Coast Shire. Peter Salisbury was the seminar leader. The first part of the seminar dealt with the current and future demographics of Bass Coast Shire and facts regarding the sailing and boating community. The population in the area was growing exponentially so that in 2000 it had grown by 2.7% per annum to 23,175. Newhaven's population had grown by an outstanding 5.3% per annum to 1,091. It was estimated that by 2011 the shire population would be 28,100.

There was also a national and international move away from competitive boats and towards passive boating. World-wide there was a trend in the over fifties group, with their higher disposable incomes, toward buying larger yachts and cruisers, thereby increasing the demand for both wet and dry storage of their boats. This trend had also been noted in the Bass Coast area. Alan Bawden and Richard Perry indicated that the squadron would be supported by the Bass Coast community if they decided to expand the marina.

In the second part of the seminar, the delegates were asked to draw up a list of attributes of a successful Newhaven Yacht Squadron in 2011. The key points listed were a 'discerning membership – retaining our culture; mateship; sporting opportunities for sailing and fishing; opportunities for passive cruising; social opportunities for family and friends; training opportunities for junior and senior members; seamless integration of boating interests; affordable quality facilities; family involvement – not elitist; good neighbours; integrity'. Then the brainstorming session began, based on three rules:

1. There is no such thing as a bad idea. Think outside the square.
"An idea without an element of danger, is not an idea at all".
2. Think ahead. Start date 2011.
3. Retain the NYS core values, it's key attributes.⁴

At the end of the meeting Hamish Hughes and Peter Salisbury took away many ideas. Their plan was for the general committee to retain the key ideas, with the remainder of the ideas being passed on to the relevant sub-committees for their deliberation and implementation. Ultimately, the committee agreed to twenty-seven recommendations. Of these, five were determined to be of highest priority: to establish and maintain the core values of the Newhaven Yacht Squadron, to continually improve the facilities for current members, to consider extending the marina and clubhouse, to improve facilities for trailer boat members, and to improve facilities for off-the-beach sailing.

Three months later the first of these priorities had already been addressed and a Statement of Core Values was published in the Autumn 2002 *Quarterly*. With the expected growth in the Bass Coast Shire population, the committee took up the challenge of the remaining four priorities. Teams were appointed to report back to the committee with their recommendations. The next ten years would prove to be a period of expansion and growth in all areas in the club but the era would be best known for its expansion of the marina.

In May 2002 the marina sub-committee joined the general committee to consider the approval of a budget of up to \$10,000 for a ports and maritime consulting group. The task for this group was to develop preliminary plans and cost estimates for expanding the marina to an agreed brief. Following the approval of this proposal, consultants Sinclair Knight Merz were appointed in June 2002 to proceed with the marina expansion proposal. The feasibility study took over twelve months to prepare and involved many meetings of the marina expansion group as well as discussions with the Department of Sustainability and Energy, the Environmental Protection Agency, Parks Victoria and the Bass Coast Shire Council before the project was finally ready for presentation – first to the committee and then to the membership – for approval.

The Marina Stage 5 Extension Presentation to NYS Members will be held on Saturday, October 4. The history of the previous four stages of the Marina and the stage 5 plans and proposal details will be on display all day for members to study. At 2.30 pm the marina expansion group will make a presentation of its recommendation. This will be followed by question time. All members are encouraged to attend whether you are current or prospective berth holders, or not.⁵

At the time of the annual general meeting on 18 October 2003, the club had a membership of over eight hundred, with one hundred and twenty-one berths and a marina berth waiting list of seventy-three members. The Stage 5 marina expansion plan envisaged the development of a further sixty-seven berths of varying sizes up to twelve metres (39 ft 4 in). The project was estimated to cost \$2.5 million and would be self-funded with the full cost of the extension being borne by members who took up the new berths. The club's assets were not jeopardised because construction would not commence before deposits were received for most of the new berths. These were costed at an average of \$38,000 each to construct; therefore for an 8.25 metre (27 ft) berth the cost was set at \$19,800; while for a 10.5-metre (34 ft 4 in) and a 12-metre (39 ft 4 in) berth the cost was set at \$42,350 and \$55,000 respectively. Members who had been on the waiting list before the annual general meeting of 18 October 2003 were offered Stage 1 to 4 or existing berths at half price and Stage 5 berths at a ten per cent discount in recognition of their expectations when they first applied for a berth. The proposal stipulated that all berths would operate under the new structure so as to ensure parity amongst members. The club would retain control of the entry fee for all berths with relinquishing members being refunded the full dollar amount of their entry fee. Annual berth maintenance fees ranged from \$210.00 to \$420.00 depending on the berth size and were still cheaper than any other comparable berths in Western Port or in Port Phillip Bay.

The Proposed Marina Expansion Presentation to members was well attended and well received...The AGM had a very good turn up...The Marina Expansion Project was overwhelmingly approved...In terms of our future the opportunity to expand the marina is undoubtedly the main issue.⁶

The squadron recognised that the expansion would also be an issue for the community. To answer any questions from the public or press, Peter Buitenhaus was appointed as the publicity officer. On 12 November 2003, Bass Coast Shire councillors were invited to visit the club to inspect the existing marina and to view its proposed expansion. In December of that year, the squadron's neighbours were invited to a presentation of the proposal. The reception of the extension was generally received in a positive manner and seen as an asset to the region, and the club was encouraged to proceed with its plans.

An advertising campaign commenced in April 2004 with berth sales brochures sent to the local newspapers as well as further afield. Boards advertising the availability of new berths were erected around Bass Coast Shire and in the front garden of Commodore Hamish Hughes's Newhaven property, which fortuitously sits overlooking the marina, making it the perfect vantage point for inspecting the squadron's berthing arrangements. Sinclair Knights Merz was appointed to carry out the design work for the new marina extension. The project was planned to commence in 2006 provided that the deepening of the marina and marina entrance channel were completed by then.

One of the hazards encountered in the marina, or when leaving and entering the marina, was the depth of water at low tide and the associated risk of running aground. The marina floor was not an even depth because of the difficulties encountered during earlier excavations, which had left humps on the marina floor. The uninitiated, and those who became distracted, were known to have beached themselves on these protrusions and remained there until the next high tide. There were also shallow spots around the public launching ramp and at the marina entrance with a depth of only

0.3 metres below chart datum at low tide. For larger boats, arriving and departing from the marina was therefore dictated by the tides.

Following an application put together by Peter Salisbury, the squadron received a grant of \$23,100 from Marine Safety Victoria towards the cost of dredging the access to the Newhaven Safe Boat Harbour and the public boat ramp. The committee planned to contribute \$23,000 to cover the estimated cost of the project. This would allow dredging for 200 metres along the beach to a minimum depth of 1.4 metres below chart datum.

As a prelude to the dredging of the marina and entrance channel, the sediment in the silting ponds from the dredging operation back in 1993 was to be removed. These ponds were required to hold the dredged materials so as to allow water and soil to separate. The water would flow out to Western Port and the sediments would be environmentally disposed of. The settlement ponds were full of clear rainwater from the torrential rains that flooded the area in November 2004. This water was removed from the ponds in March 2005 by a combination of syphoning in the first instance (while there was a gradient between the ponds and the sea level) and by pumping the water out once the gradient ran in the opposite direction. Approximately 200,000 litres was syphoned out and about 50,000 litres was pumped out over six days with the system working around the clock, stopping and restarting itself after each high tide. Once the soil was dry, and after the Environmental Protection Authority had approved it as being safe, it was excavated and trucked to the Rhyll landfill.

Dredging was then on the agenda although not before further discussions held over January 2005 between Commodore Hamish Hughes and Neil Stewart, manager of the marina extension works, and the Department of Sustainability and Environment regarding the approval of the dredging program and the disposal of the resultant soils. A sounder survey of the marina channel was performed in March 2005 to assist in determining the extent of dredging required. The approach channel was then deepened from the marina mouth to a point about two hundred and thirty metres out along the leads. The target width was ten metres and the depth one and a half metres below 00 chart datum. Following this the marina was to be de-silted and dredged. Over the twelve years since the last de-silting operation, the marina floor had once more become covered in half a metre of soft black silt that had migrated in from Western Port with the tides. A suitable dredge was selected for the deepening phase of the project because this required the digging up of the 'coffee rock' – the name given to the brown rock and compacted clay that make up the seabed in Western Port.

Eva-K is a walking cutter suction dredge designed for restricted areas. The floating hull is both propelled and anchored as required by its hydraulic activated legs. The cutting head and suction pipe, or ladder, are pivoted on the hull, so that the cutter and suction pipe slew from side to side in a sweeping action across the bottom.⁷

The cutter was equipped with a new set of teeth and, over four weeks, successfully attacked the coffee rock in the channel, although the natural rock ridge across the marina entrance proved somewhat difficult. Material dislodged from the bottom was sucked up and discharged through a floating pipeline into the settlement ponds. From there the dredged material settled on the bottom of the ponds, while the water passed through the first and second ponds releasing more sediment and finally flowed out to sea only slightly discoloured by the soil and posing no environmental

problems. The Eva-K then went on to de-silt the main fairways of the marina with the suction head reaching under boat sterns where practicable. Within the marina some coffee rock was also removed; however, the rock located against the northern wall behind the *Argo* and *Sirocco* moorings proved difficult. The dredge cutter lost a few teeth in the process and retired hurt.

The project was completed by June 2005 creating a 245-metre channel along the leads, which was one and a half metres deeper than the original channel, therefore permitting all boats with draft up to one and a half metres to come in and out of the marina in all tides. Unfortunately, the channel was only eight to ten metres wide. Members were advised to make allowance for strong running tides when they were negotiating this new narrow channel. The Environmental Protection Authority tested the stockpile of spoil and passed it as suitable before the builders of the Phillip Island racetrack used it. In the Winter edition of the *Quarterly*, Commodore Hamish Hughes thanked the many people who made it possible, in particular Neil Stewart, Brian Trevena, Noel Street and Peter Salisbury.

At the October 2005 Annual General Meeting, detailed accounts of marina dredging expenditure were presented. A Victorian government grant to assist with the dredging was recognised and approval was received from the members for the expenditure of \$25,000 for disposal of the dredged material. The squadron was ready to continue with the expansion of the marina project. Advertising for the new marina berths appeared in the local papers and the *Quarterly*. They particularly mentioned that Newhaven Yacht Squadron was only ninety minutes from the centre of Melbourne, and just four nautical miles from the waters of Bass Strait.

The prospects of an early start to the project looked optimistic. All 8.25- and 12-metre berths were quickly sold and a further twenty applications were received. The squadron was still waiting on the Department of Sustainability and Environment for final permission to proceed with the marina expansion. All indications were that compliance with an environmental audit concerning the disposal of soil and dredge spoil from the settlement ponds and the bund was not insurmountable. Then, unexpectedly, in late 2005, the project was held up by the requirements of the Native Title Act.

The marina expansion group had not been the only busy committee. Other sub-committees were addressing the suggestions laid out by the seminar group, as well as dealing with the projects they had nominated in their annual sub-committee reports. Risk management was an area gaining prominence in the general community and at the squadron. Risk assessment was further spurred on by the death of a sailor during a Port Phillip Bay Race and the coroner's criticism of yacht club members and of the skipper of the yacht involved. The squadron conducted its own surveys as suggested.

These studies have been most illuminating and have led to our taking many steps to help give better protection and advice to our Members and visitors. All the Sub-committees have put in long hours and much thought in how to improve your safety at sea and around the Club.⁸

Examples of the improvements include an electrical safety survey of the wiring within the clubhouse, an insurance report of club property that resulted in a major upgrade of insurance, and a review of the maintenance yard where major breeches of safety were found. The club also decided to be more

pro-active regarding safety and considered how best to promote safe behaviour. This resulted in articles appearing in the *Quarterly* as well as the development of many safety and training courses.

Once again serious consideration was given to the club rejoining Yachting Victoria, which had previously been known as Victorian Yachting Council, and from which the club had resigned in June 1993 as individual membership was becoming costly and there was no option for the club to register as a member. The planning seminar had recommended that the squadron rejoin, as long as individual membership was not compulsory. An additional benefit was the advertising that Yachting Victoria undertook on behalf of clubs.

We have certainly got off to a flying start. On Sunday November 10, the "Try Sailing Day" was a great success. Jeff Shawcroft and his team of sailors catered for 26 children and adults who turned up at Newhaven in response to the yachting Victoria invitation to visit participating clubs to learn to sail. Who knows how many new members it may bring to the NYS in the future?⁹

Unfortunately, this halcyon state did not last long and in November 2005, when Yachting Victoria changed its membership requirements for clubs, Newhaven Yacht Squadron was considered unsuitable and the membership lapsed.

Of much greater success, was the squadron's membership of Yachting Westernport, which represented the thirteen clubs situated in Western Port. Yachting Westernport coordinated social events and championship events such as the Western Port Challenge. It was also involved in the co-ordination of youth training programmes and was the voice of these clubs at Yachting Victoria and to government bodies such as Parks Victoria and Maritime Safety Victoria. One of the main benefits of this membership was the reciprocal rights between clubs, such as the opening day invitation to commodores and squadron members. This allowed clubs to show off their achievements but also provided for the dissemination of ideas and practices.

Then one of their Juniors, a year eleven student, gave a great speech about his experiences firstly as a young helper in the rescue boat then as an off-the-beach competitor before he officially declared their season open. It made me feel even more enthusiastic about helping our juniors enjoy sailing, powerboating, fishing and providing them with the opportunities and training to do so safely.¹⁰

So wrote Commodore Hamish Hughes after attending the opening day of the Merricks Yacht Club on 30 October. His enthusiasm for helping the young increased when he attended the opening day of the South Gippsland Yacht Club on 31 October and witnessed the skills of a young South Gippsland sailor who was both an Australian and International canoe champion.

It was also at this time that the squadron began to recognise that it had a history worth preserving. Ian Jemmeson volunteered to act as archivist and started collecting and collating squadron history. In 2003 he was officially appointed as archivist in recognition of his efforts. He initially collated the minutes and many of the old squadron photographs, making them available to members in CD format. He also preserved copies of the *Quarterly* and requested that members donate any old copies in their possession in order to compile a library of newsletters. One of his other tasks was to

interview foundation or long-term members who were aging quickly. Fortunately, he interviewed Dot Fraser, the wife of the foundation commodore, before her death in 2004. He was also instrumental in writing the 'NYS through Time' stories in the *Quarterly*, thereby acquainting many members with the story of the founding of the squadron and the building of its clubhouse.

THE CLUBHOUSE

Donating items was a tradition started by the founding members and it continued into the twenty-first century. Utilitarian items such as three whiteboards were donated in March 2000 by Kevin Chambers through his company Kevron Plastics. Kevin Chambers was the son of long-time social member Ernie Chambers who was the inventor of the Kevron key tag, the name of the company stemming from a combination of his two son's names – Kevin and Ron. Members were later issued numbered Newhaven Yacht Squadron Kevron key tags. In 2004, Pixie White and David Blackmore donated the power supply to run the 27 MHz radio in the briefing room downstairs as well as a battery jumper pack for the rescue boat. Murray Kellam donated a boat, a fibreglass pacer. Such additions to the squadron's equipment were much appreciated and allowed the squadron to use its monies on other projects.

This addition to our training fleet has allowed the Club to involve a greater number of participants both adult and children in our sail training programs. The pacer is proving invaluable, having already been used in a number of sail training exercises recently.¹¹

The club also started developing a library of books, videos and DVDs that addressed safety information – *Staying Afloat* (Summer 2000), *Safety at Sea* (Spring 2001), *Mayday, Mayday, Mayday* (Winter 2001). There were also titles of general interest like *Longitude* (Summer 2002) and *Magellan* (Winter 2002). This necessitated the installation of a new bookcase in the lower briefing area and the appointment of a librarian, M Macarthur, in September 2004.

Social activities were also supported when Hamish and Jenny Hughes lent their piano to the club in 2000. While in 2004 Robert Hughes donated a magnificent brass sculpture of a racing yacht under full sail, which the sailing sub-committee decided would make a fitting perpetual trophy for the Winter series. This trophy came with an interesting history as Robert Hughes had purchased it at Gumps department store in San Francisco some twenty-five years previously when he and his wife, Bunty, were visiting the United States. A no less important addition to the trophy cabinet was the Allen Lapin trophy lauding the club member of the year. The perpetual trophy – a crystal sculpture depicting the Lapin's boat *Tarnette* – was donated by his wife, Barbara, at the opening day of 2004 in memory of Allen Lapin. Allen and Barbara were very involved in club activities and sailed daily on the waters of Western Port until the day before his death at eighty-five. Other members contributed memorabilia such as the photograph donated by Stan and Shirley Broad, depicting the building of the clubhouse, which still hangs in the entrance lobby of the clubhouse. 'It shows our clubhouse site marked out by white rocks back in 1962. This photograph was printed and mounted by Foon's Photographics of Wonthaggi. The little girl in the foreground is Stan and Shirley's daughter Denise, who was seven years old at the time.'¹²

A gallery of photographs of past commodores was also developed. Today these photographs hang above the windows that look out on the waters of Western Port and the Narrows. During formal activities such as Opening Day speeches or annual general meetings, members are seated so that they face toward the photographs and the eastern windows and are reminded simultaneously of the achievements of the past and the reason for their presence today.

The squadron had always recognised that its achievements were only possible because of the voluntary work and donations of members. However, being a volunteer did occasionally come with some unlooked for benefits as Noel Street and Teddy Tompkins discovered when they replaced the chains on the race buoys.

We set the new buoy and with some difficulty in 10-15 knot winds, retrieved the buoy due for maintenance. We were surprised to see that a colony of 50-60 mussels had grown on the mooring chain. This was the first time I had witnessed this on any of our race buoys. They were very tasty, served with garlic sauce!¹³

2001 was declared the International Year of Volunteers and Minister for Ports, Candy Broad, hosted a special event to celebrate the contributions of volunteers around Victorian waters. Several members of the squadron were invited to attend in recognition of their significant contribution to safety on the water. Commodore Hamish Hughes also recognised the efforts of all squadron volunteers over the thirty-nine years of the squadron's existence.

The commodore went on to write that clubhouse improvements continued due to the efforts of a small group of members. In particular, the committee recognised the special contribution of Bernie Hayen (ably assisted by John Drury), who had not only been busy with clubhouse renovations but had continued to be involved with the management of the marina berths. The clubhouse renovations related to the second major project the club tackled, namely the replacement of the east wall windows and the addition of full-length windows and double doors in the west wall. The existing east wall windows were unsafe and their replacement with larger ones would not only meet safety standards but would provide more light in the clubhouse and open up the views towards San Remo and Bass Coast across the Narrows. Incorporation of large glass windows and doors into the west wall would provide physical access to the wet patio that had been under used but would also allow views over the marina. Shading of the glassed area as well as a verandah awning over part of the patio was also incorporated into the plans. In conjunction with these building works, repainting of the clubhouse was also planned.

By 2002 the eastern windows had been replaced as well. Most of the work was done by club member and professional builder Steve Rasmussen, who, with the help of his workers John Hursey and Mick Paisley, installed the three new windows. This task was especially difficult as the work was done at a height of five metres from the ground on a sloping base, with the stairs that connect the upper and lower levels of the clubhouse presenting a further challenge. Steve Rasmussen provided and erected his own fixed scaffolding, as well as, that supplied at a competitive price by Terry Ashenden from the Newhaven Hardware Store. Much of the wall cladding had to be removed before the large glass windows could be installed, and as always other members, in particular Brian Trevena, Neil Stewart and Bernie Hayen, provided the 'gophering' and miscellaneous tasks required

by the professional volunteers. Bernie Hayen was then involved with re-lining and painting the internal wall while Ron van Rennes, a professional painter, supervised the repainting of the walls, which was performed by voluntary labour during the April working bee. The clubhouse kitchen was not in line to receive an upgrade.

This work was planned in two stages and involved the installation of new cabinets over the existing oven and sink, although most of the existing cabinet work was to be retained. New oven hotplates, a deep bowl sink, and a hand washer and hand dryer were to be installed. A new under-bench Norris commercial dishwasher, to cope with the increasing numbers of members attending functions, was also to be purchased. The kitchen upgrade was completed under the leadership of Tim Patkin and involved many club members who helped with labour, such as removing the old cupboards. Jeff Shawcroft's Allboard factory supplied the cupboards and bench top. The basic cabinet layout and colour scheme were reviewed and selected by the social sub-committee with Jeff Shawcroft and Tim Patkin refining the details. Jack Dunn and Graham Nankervis completed the electrical works.

The Squadron also applied for and received a restricted club liquor licence, in addition to the 'bring your own' (BYO) licence that they already held. This allowed them to sell and serve alcohol to members and their guests so long as alcohol was not on display and only sold by the members listed on the licence. There had been some moves over the years to install a bar in the upstairs area but this would restrict access of under-age members to the area and, as the general consensus was that this was a family club, the decision was made for a restricted rather than full licence. Following the improvements upstairs, the office space was moved downstairs and that area also underwent some minor improvements, including the laying of a new carpet.

Presentation Night was also the first try out for our newly upgraded kitchen with the new cupboards and the "go-fast" dishwasher. Yep! It washes and dries each load in just two minutes.¹⁴

In line with the indoor improvements, the outside barbeque area received a well-deserved facelift. The aging barbeques were replaced with two new ones finished in stainless steel. Unfortunately, their appearance was spoiled by the lid that had covered the old barbeque. Club members Ray Frith and Adrian Cuman came to the rescue with the former drawing up plans for new lids and the latter constructing two elegant polished stainless steel ones. Grass pavers were later laid at the entrance to the lawn area that surrounded the barbeques as this area was subject to heavy traffic, especially during events such as Jazz on the Lawn. This project was completed at a working bee in 2006 with the assistance of John Johnson of Johnson Excavations, who excavated the area and spread the crushed rock before the working bee arrived, so that the laying of the pavers could be completed. 'Grass is already starting to grow through the pavers, so the area will be looking green again soon.'¹⁵ The garden beds were also attended to with the green waste taken to the Rhyll tip for recycling.

The bar-b-que area is now looking great. The only blot was the old table (a converted SEC reel). Allan Sack, of Swallow Engineering came to the rescue and has donated a superb stainless steel table that compliments the Bar-b-ques. Allan made the table especially for the Squadron. Many thanks Allan.¹⁶

THE MARINA AND BOAT YARD

The boat yard had always been a great asset to the squadron because members were able to slip their boats and do their own maintenance and repairs. In the Winter of 2000, three squadron members found the services of the boat yard and the yard manager, Allen Hazeldene, very helpful. One large yacht sank at its moorings in the marina, one member holed his fishing boat on snapper Rock near Corinella and another member's fishing boat motor blew up. All were repaired in the yard and members were reminded of protocol with regards to urgency and place in the bookings queue. In 2004, Andrew Lacco took over from Allen Hazeldene as boat yard manager.

Committee and members must have been well satisfied with the way things were progressing in the marina and boat yard. Minor improvements always occurred such as the replacement of fire extinguishers with pressure water/air extinguishers. Regular upgrades of the Ford tractor ensured that each new tractor served the squadron for many years.

One such improvement involves extending the concrete paving in the maintenance yard to cover the total yard area. Paving will be graded so as to collect all drainage from the yard and direct it to an interceptor pit. This pit will trap products resulting from boat cleaning, sediments and any oils contained in the run off, with the overflow water dispersed via aggi pipes laid in the area to the east of the yard.¹⁷

Other works were more extensive. Reports from the July 2001 planning meeting had identified the fact that the squadron needed to improve trailer boat facilities and the club's boat ramp came under review. A working group comprising Hamish Hughes, Alen Garrett, Ron van Rennes, Shelton Foster, George Reek and Neil Stewart was formed to evaluate possible boat ramp options. The group considered a number of alternatives, finally deciding to retain the existing ramp and provide a hinged pontoon-based walkway running alongside the boat ramp. Depending on the level of the tides, some of the lower pontoons would either sit on the beach at low tide or float on the water at high tide. Quotations received from Bellington Marina suggested that this project was achievable for under \$30,000 if the squadron undertook some of the works, such as placement and hook up of the pontoons.

When the middle section of the old squadron boat ramp was replaced in the late 1990s the concrete was removed from this section and stockpiled next to the tyre wall. Following the decision to retain the old ramp and revise access, various working bees between 2000 and 2003 repaired and extended the tyre wall using more tyres and weighing them down with the stockpiled concrete. The top was then covered and concreted to form the base of a new path leading to the floating passenger landing. A concrete path linking the roadway to the new walkway abutment was also installed. At the same time the northeast finger, on which the passenger landing berth was accommodated, had become unstable and, for the first time in the twelve years since the floating marina had been installed, some major replacements were proceeded with. 'Members with trailable boats will be forever grateful for the "Stewart Finger" alongside our launching ramp. Fortunately Neil (Stewart) has agreed to continue on the respective Sub-committee and on the Marina Extension Working Party.'¹⁸

Now, with the new, hinged pontoon walkway, the gate which had previously been located half way down the walkway was relocated and equipped with an electric scanner. The entire existing gate

assembly was re-used with two new posts and wings being the only costs incurred. The wings were fabricated by Andrew Furphy at the same family factory in which the famous cast iron Furphy water carts were made.

The marina has been upgraded again. At long last the gate half-way down the walkway has been moved to the top. No more struggling to keep it open for trolleys or overloaded colleagues at low tide. Thanks to Andrew Furphy for building and supplying the security wings and Brian Trevena for putting it all together. Have you noticed the fish and sail designs on the wings?¹⁹

After years of discussions and disagreements the marina committee finally tackled the contentious topic of a disaster plan in the event of a marina fire or oil spill. The plans were determined and put together in a procedures book. These were located in four areas – in the clubhouse adjacent to the entrance foyer notice board, in the radio room, in the downstairs office and in the maintenance yard. With the advice of the Country Fire Authority and Marine Safety, the location of dry chemical and water extinguishers was determined. A floating boom to control an oil spill was purchased and stored in the maintenance yard. Absorbent booms were placed in yellow oil spill wheelie bins. Two industrial fire hose reels were first trialled in April 2005 and then installed in late 2005. The information regarding the Displan, as the disaster plan became known, was published in the newsletter. Finally members were reminded that 'the maintenance yard is a worksite and must be treated as such. Safety footwear, eye and ear protection is required when you are working in or visiting the Maintenance Yard.'²⁰

THE NEWSLETTER

The newsletter (the *Quarterly*) remained popular. It was now sent in a sealer bag rather than in an envelope, as this was simpler, more secure and weather-proof. It was now published under the seasons rather than the months so that March became the Autumn newsletter, June the Winter newsletter, September the Spring newsletter and December the Summer newsletter. The quality of the paper on which the newsletter was printed was also upgraded.

We finally ran out of the old colour covers which seem to have been around forever. The newsletter sub-committee felt that this gave us the opportunity to upgrade the quality of stock so that we can include photos in every issue...We also felt it wise to have a new front cover every issue which highlights recent news. We considered printing this in colour but felt the additional cost for this was not justified.²¹

Squadron members were encouraged to support the advertisers listed in the newsletter, from whom revenue was now raised. The committee received very positive comments so, despite the increase in cost of production, it was decided to continue with the new format. Even with its new appearance, the function of the *Quarterly* remained much the same – to inform members of events and activities and retell anecdotes and stories.

On Wednesday July 28, an apparently unmanned yacht was seen drifting at Newhaven near the Isolated Danger Mark. Another

sighting a few minutes later had the boat under the bridge, passing San Remo jetty on an outgoing tide.

Jim McWilliam witnessed proceedings from his car on the bridge. As he drove to the Squadron to raise the alarm, he realised that Neil and Andrew Lacco had just left the marina on *Pauline* to assist. Meanwhile, Stevie Garner from San Remo motored out in *Sharon Lee* and took the stricken vessel in tow.²²

Happily for everyone there were no injuries or damages even though the boat, which had broken from its swing mooring in Rhyl, had been drifting for some time. The owner was able to claim it unscathed from the marina. Others used the newsletter to advertise the sale of their much-loved boats. Such was the case when Bernie Hayen offered for sale *Windsong*, a Waarschip Quarter Ton boat that he had built himself. Other members, like Kevin Chambers, wrote poems –

'...To sit upon the gunnel edge and contemplate at ease
The ebb and flow on sandbank's edge
And taste the salty breeze.'²³

As always, the newsletter informed members of the passing of their colleagues. The first five years of the new century saw the obituaries of several well-known names. Henry Hammond, who was instrumental in establishing the Three Humps Race and participated at the helm of *Liesel*, died in May 2000. As did Ernie Chambers, long time member and inventor of the Kevron keytag. Later that year, legendary squadron member George Mapleson, fondly known as Poowong, passed away. Another legend who died that year was Ken Lacco. He was the builder of many boats including the *Julie Elizabeth* and the Talbot family's *Mary T*. He was foundation rear commodore and later vice commodore. Ken Lacco donated his time to the construction of the first two Cherub class yachts owned by the squadron. Others who died that decade were Reg Bagley, whose skills as treasurer resulted in the squadron being able to fund the reconstruction of the marina project of the 1980s thus keeping the squadron out of debt; Geoff Crockford, who with his wife Muff, organised many of the club's social events and who died suddenly on Father's Day; life member Bill Smith, builder of the tyre retaining wall adjacent to the clubhouse and successful sailor of *Topsy II*, a Sunmaid 20; and Allen Lapin, an enthusiastic sailor of Western Port waters and of the Sydney to Hobart races, whose family donated the Allen Lapin Club Member of the Year perpetual trophy. The squadron also lost Bill Moat, a foundation member who was actively involved in the club's activities, having served five terms as vice commodore and as commodore in 1980/81. He was instrumental in re-establishing the small fleet of Cherub dinghies for junior members participating in the off-the-beach sailing program. In 2004 the squadron noted the passing of Sir Rupert Hamer KCMG, who was made honorary life member in recognition of his assistance in the creation of the marina.

During the late 1960's, when the Marina working party was battling beaurocracy and meeting many obstacles, Dick Hamer, then Chief Secretary, came to our assistance. He was instrumental in getting the various government departments to work with us. Dick respected clubs that were prepared to roll up their sleeves and get the work done.

Dick was invited to officially open the Newhaven Safe Boat Haven. He was now Premier of Victoria and opened the marina on 2 December 1973.²⁴

The obituaries of 2004 also recorded the passing of Dot Fraser, wife of the first commodore Percy Fraser, and Merv Horan. The latter had been persuaded to stand for the position of rear commodore despite the fact that he professed a lack of experience in sailing. His elevation to this position was fortuitous because his enthusiasm, organisational skills and wise counsel led to the installation of the floating pontoon berths. Another well-respected member who died in 2004 was Col (Collin) Martin.

Although he was a sailor, Col Martin would best be remembered for his work as the editor of the *Quarterly* from 1987 to 1997. In 1978 he assisted Percy Fraser in setting up the first printed newsletters through his association with Colna Printing. He produced the first full colour photographs of the marina. The job of the editor had always been busy and important as the newsletter was the voice of the committee as well as a way for members to be kept in contact. Peter and Val Salisbury took over the running of the newsletter from Col Martin. They managed the *Quarterly* for six years, finally resigning when their desire to travel became undeniable.

'The production of the *Quarterly* has changed significantly over this period. When we began we were kept busy retyping many handwritten stories and scanning any photos used.'²⁵ By 2005 the editors were using Adobe InDesign on either Apple Macintosh or PC computers. The layout was completed, proofread, burned to CD and sent off to be produced into film, and then printed. The magazines were packed and prepared for posting by the editorial sub-committee and any willing helpers. In late 2005, Mark Johnson, was appointed as the new editor.

In January of 2000, due to the increased community use of the internet, the squadron began to draft plans for its own site. The idea was to develop a social page, a competition results page and links to other sites such as the weather bureau. A year later the club applied for a website address. By February 2003 the squadron website was working with race results being posted. Committee notes of March 2005 record that the website was working well and was being maintained by Malcolm Garrett. In June 2005 the squadron purchased the rights for the use of <www.NYS.com.au> as the official club website.

As in previous years, squadron member Gary Croom's voluntary labours continued to maintain the squadron's electronic systems. He updated the database to Windows compatible in December 2002, completing it by October 2005 when a new computer was purchased to facilitate the use of the new software. By December 2005, the system was fully operational.

The work of running the squadron continued to depend on voluntary labour. Just as some members dedicated their time to help in building and maintenance projects in the clubhouse, marina and boat yard, others brought their professional skills to the administrative needs of the club.

Vicki (Roff-Smith) is the human face behind the seemingly endless impersonal but very essential communications we have between the Squadron and members. The annual accounts for membership and marina subscriptions, casual berthage, maintenance charges and the updating of membership records are her regular duties. Added to these are the myriad of small tasks such as photocopying, letter

writing, issuing statements and attending to a variety of administrative requests that ease some of the burdens on out Honorary Secretary and Treasurer.²⁶

Like many others who volunteered, Vicki Roff-Smith and her husband Rocky were introduced to the squadron when they crewed on Mike Dunn's *Windsong*, and later on Henry Hammond's *Liesel*. After that, they bought their own fishing boat and became involved with the running of the club. Their story was not unusual and was the reason the club continued to grow in strength. Its family atmosphere encouraged members to pitch in and donate their time and their professional skills. Club fees therefore remained low and the squadron's finances were robust compared to other clubs where work was contracted out.

SOCIAL EVENTS

One of the new committee's innovations was a cocktail party that would include members of the combined Phillip Island yacht clubs of Rhyll, Cowes and Newhaven. This was first discussed at the March 2000 committee meeting after a very successful get-together hosted by members of the Westernport clubs from the Mornington Peninsula. The commodores of the Cowes and Newhaven Yacht Clubs, Adrian Mitchell and Hamish Hughes, attended this gathering and it was from their discussions that the idea of a combined Phillip Island Yacht Club cocktail party grew. By the Summer of 2000, the idea had become a reality.

The Yacht Club's Phillip Island cocktail party on October 7th got us off to a flying start. Over 160 guests from the three clubs, good food and drinks, music courtesy of the Newhaven College band and a fantastic venue made it a great success.²⁷

In spite of the downpour of rain in the afternoon, the cocktail party was a success. It was held on historic Churchill Island. The Newhaven College band played while other students served food and drinks throughout the formalities. A profit of over \$600 was donated to Westernport Safety Council. Such was the success of this inaugural event that the next year's was being planned before the first party finished, with suggestions that members arrive at the venue by boat to heighten the excitement. The Summer 2000 edition of the *Quarterly* trumpeted, 'You enjoyed our cocktails at Churchill Island! Well, the yacht clubs on the other side of the bay hold their renowned event at historic Coolart Homestead, Somers.'²⁸

Invitations for the second cocktail party were even more formal and were sent out on fawn parchment with the burgees of the three Phillip Island yacht clubs emblazoned on them. This party was also a success with over two hundred guests attending, including the commodores from Hastings, Somers and Westernport (Balnarring). Once again, no fault could be found with the finger food, drink, music or surroundings even though the weather was somewhat inclement.

By the fourth Churchill Island cocktail party the committee admitted that they were beaten by the unstable November conditions and they moved the date to February 2003, a month when the weather more settled, the days warmer and longer. This change of date was successful as over 170 guests arrived, including forty-three Hastings Yacht Club members who sailed across and stayed at the squadron marina overnight. A number of people turned up without booking and Janine and Laslo

Boros from Cowes were kept busy all night manning the barbeque, as were members of the Rhyll Yacht Club who were in charge of providing the sandwiches. Scott Campbell's marquee was well used. As usual many members put in time and effort to make the event a success. They included Terry Symonds who drove the bus (donated by Phillip Island Bus Lines) in a circuit from Cowes Yacht Club to the Anchorage General store at Ventnor, then Rhyll Yacht Club, finally arriving at Newhaven Yacht Squadron in time for the festivities. Later that night he drove the circuit in reverse taking members home and unfortunately, the cold wet and windy conditions of 2005 made the planned venue impossible to use. 'A decision was reached in the middle of the afternoon, to change the venue to the Newhaven Yacht Squadron clubrooms...We even managed to introduce a little "garden" to the party, courtesy of Hamish and Jenny Hughes cypress trees, which needed a bit of a trim anyway!'²⁹

The food could not be faulted due to the efforts of the Thresher family from Cowes Yacht Club, the family and friends of the McGowans from Rhyll, and Ron and Carmen van Rennes and Rhonda Buitenhuis from Newhaven. Island Jazz provided the music with double bass, guitar and trumpet, and the dance floor was well utilised. The young volunteers of all three clubs played host and offered refreshments.

Other events fluctuated in popularity. Jazz on the Lawn became 'jazz undercover' in the Summer of 2002 when, because of the weather, the party was moved into the undercover downstairs area of the clubhouse. This event usually held in January went through a resurgence in 2005 after a period of low interest. As the weather could be unpredictable in January, the committee bet both ways by reminding members not to forget the umbrella and the sunscreen.³⁰

Wine tastings were a clubhouse Saturday occasion. In September 2002 Greg Taberner, a wholesale wine merchant, brought a range of boutique wines. After the presentation, members shared a 'bring your own' (BYO) casserole dinner. The cheese and fruit platter was provided by the club. David Cooper on keyboard provided the music. Other wineries invited the following year were Yileena Park Winery from the Yarra Valley, and Gurdies Winery from Bass Shire.

Family-friendly functions also remained the order of the day. Each year the Easter Bunny, aka John Campbell, arrived without fail on *Sundari* to hand out Easter eggs to very excited children, 'and not so small children'.³¹ The children, often assisted by their parents, would rush off for the Easter egg hunt.

Members stayed behind after the Easter Bunny sailed off, to share impromptu meals and drinks, especially when Easter was blessed with mild Autumn weather. Often members would stay on their boats at the marina over the four days of the Easter break, entertaining visitors. It was on these occasions that members 'got an even greater appreciation of our facilities as well as the fun and comradeship of sharing with other members.'³²

The Christmas festive season always commenced with the children's Christmas party, an event eagerly anticipated by all. John Campbell, now disguised as Santa Claus, would sail into the marina on *Sundari*, ably navigated by Neil Stewart. Various members would then act as Santa's helpers, adding to the fun and hilarity of the occasion irrespective of the weather. Finally, Christmas 2005 saw John Campbell retire from his long-term duties as Santa Claus and the Easter Bunny.

Christmas dinner was another lovely evening, enjoyed by all who attended. Thanks go to Fred Allen who was our “stand-in” chef for the night and provided us with a wonderful spread of roast meats and salads with traditional plum pudding and fruit salad for dessert. All this was followed by fruit and cheese platters, making for a fine meal. Live music and dancing completed this most pleasant night. We are happy to report that Terry Harris, who was unable to cook for us due to ill health, is now back on deck at the Clubrooms and looking better each day.³³

The flurry of festivities continued through December ending the year with the New Year’s Eve party. This was always a casual fun night of ‘bring your own’ (BYO) food and drink, extending to the early hours. Some years a cover charge of around five dollars was included to cover the costs of a band, which added to the fun. ‘The 5-piece band (6 when you include myself) was made up of the local Jim Lalor Band and included guest drummer from Melbourne, Bert Buitenhuis who normally plays with jazz combo “The Tempos”’.³⁴

Fundraising was part of this event with members donating goods to be raffled. In 2001 Kevin Chambers gave several bottles of wine and wine tags, Phillip Island Boating Centre at Rhyll donated a number of items, as did Peter Salisbury who gave a chilled magnum of champagne.

For the Melbourne Cup Day races members had a ‘bring your own’ (BYO) food and drinks event but they were also asked to participate in the frivolities and wear a race-day hat. Pat and Noel Street and Peter Oates often ran the sweep and one lucky member boasted that ‘he or one of his family had a win in every race of the day.’³⁵ In 2004 the day was further improved by the television being repositioned high up on the corner shelves, which made watching the events much easier given that over fifty people attended this function.

Although the Winter months are traditionally a quieter time at the squadron, the club’s social life remained active. Often after the Winter Series races members would gather for a dinner and a film night. The dinner was a ‘bring your own’ (BYO) casserole, a barbeque or take-away, depending on the mood of the members present on the day. On some occasions the films were commercial movies but the most popular films were those of members’ journeys and adventures. In 2000 Malcolm Macarthur showed a 8mm film of his adventures around Fiji in the 1960s on the *Winston Churchill*. Daniel Shawcroft showed his father’s collection of 16mm films.

‘The Clubhouse was busy the first Saturday night in February when Lyndall and Peter Aston from the 42’ ketch *Ilywhacker* gave their power point presentation to members of NYS.³⁶ The Astons had not only circumnavigated the globe, but they had been cruising the Pacific Ocean for eight years, logging 23,000 nautical miles. They had set off in 1996 and visited New Guinea, Japan, Korea, eastern Russia, Alaska and the Solomon Islands before returning to Townsville where Tim and Sandy Patkin met them and invited them to visit Newhaven and recount their tales.

Every destination offered wonderful hospitality and magnificent scenery. Peter found that each stopover enticed him to stay, but Lyndall countered with, “There’s more to see”. And we were lucky to see it with them.³⁷

The Aston's website <www.illywhacker.com> remains active to this day documenting their more recent adventures. The Winter season always culminated in Presentation Night and the Annual Squadron Dinner.

Presentation Night recognised successful competitors in fishing and sailing. It was a night of prizes, which were sponsored by local businesses such as Newhaven Hardware Store, Jim's Bait and Tackle, Newhaven Supermarket, Phillip Island Kerb and Channel, The San Remo Hotel/Motel and Real Estate Weekly. Prizes were also donated by families, in memory of past club members such as the Spence and Fairweather families.

Presentation Night was a themed night. In 2001 Pirates ruled and many unusual parrots were seen perched on the shoulders of pirates who arrived wielding their swords and cutlasses, often accompanied by a buxom wench or two. Rock'n'Roll was the theme for 2002, where George and Thelma Reek 'stood out amongst the crowd with their costumes and wigs, as did Jackie Murray in her appliquéd red flared skirt'³⁸ and where Pat Street was awarded the Golden Sausage Award in appreciation of her tireless work in supporting club activities.

Palm Fronds, flotsam and jetsam complete with home made raft transformed the Clubhouse into a Deserted Island for Presentation Night. There were also quite a few bedraggled shipwrecked survivors who managed to make it along for the evening.³⁹

These castaways enjoyed the benefits of the newly upgraded kitchen with new cupboards and a rapid cycle dishwasher. The year 2005 continued the island theme and featured a Hawaiian Night. Once again the clubhouse was decorated by the social committee, including Malcolm Macarthur, who was recognised for his pruning finesse. Swaying palms and surfboards, including an original long board on which the trophies were displayed, greeted the suitably clad revellers. After the fun and hilarity of prizes for best dressed, the lucky door prize was awarded in 2005 to Peter Nolle who was amazed at his good fortune in winning a coconut! Members then shared a 'bring your own' (BYO) casserole dinner. In 2002 they were also lucky to share in a delicious selection of deserts supplied by Jeff Shawcroft's table. After this the serious business of the evening commenced with awards (often sets of wine glasses engraved with the club emblem) presented to the winners of individual races as well as series races. Awards were also presented to the club champions in both senior and junior categories. Fishing exploits were honoured with awards for the aggregate competition as well as the year-round fishing competition.

In 2004 the highlight of the night was the presentation of a new perpetual Winter Series trophy donated by Bob Hughes. The inaugural winner of this magnificent brass sculpture of a racing yacht under full sail was Graeme Chipperfield. The following year a new perpetual award, the Allen Lapin Club Member of the Year Award (donated by Barbara Lapin and family), was presented for the first time to Terry Harris for his extensive contribution to all aspects of the club over the preceding year. Also presented on that night were twenty Certificates of Appreciation to the members of sub-committees and the volunteers who had been particularly active during that year. And to cap off the evening, 'a Junior Sailor Award to 14 active sailors of the future.'⁴⁰

Presentation Night was always followed by the Annual Squadron Dinner, which was a celebration of the year that had been and a welcome to the season to come.

The Annual Winter Dinner was a huge success, we had a great evening, wining, dining and dancing. The festivities started with the Commodore's quiz, a hotly contested event. Live entertainment was provided by Iszy and Mike. There was a good variety of music and humour, especially the New Zealand Rumba! Well done ladies. Karaoke was also fun with a terrific version of Mustang Sally.

The highlight of the evening was a stunning rendition of Summertime, performed on trumpet by our own very talented member, Peter Buitenhuis.⁴¹

The evening was regularly fully booked out with over a hundred guests attending. The night started off at 6.00 pm with pre-dinner drinks of sherry, champagne and beer accompanied by pre-dinner nibbles. A three-course dinner followed with a choice of two soups, roast meats – pork, beef and chicken – salads and vegetables followed by 'Terry's (Harris) sensational homemade apple strudel and fresh fruit with cream'.⁴² For the 2005 dinner the clubrooms were decorated with pink and white being the theme for the 2005 dinner, 'with tables laden with sparkling cutlery and glassware, and gerberas to brighten the setting'.⁴³ Members were asked to 'dress to impress' and the elegantly attired ladies – and gents – in their finery did not fail the organisers. Although there was a cover charge, usually about \$25 to \$30 per person, it was kept reasonably low by the volunteer work that went into the preparation for the function and by the donations from local businesses, such as The Big Flower Farm, as well as the squadron's donations of Newhaven Yacht Squadron polo shirts and caps toward the raffle prizes.

Voluntary contribution of labour and gifts in kind continued to be a strong part of the club's culture in the new century. This was most strongly seen when working bees were arranged. Generally the club kept the number of working bees to a minimum to ensure as much participation as possible. The most important working bee was always the one before the Opening Day celebrations and Sail Past.

Early on the morning of November 9th more than 60 willing workers converged on the clubhouse armed with a variety of implements and intent on giving the NYS facilities its annual makeover. Initial assignments for tasks in the Clubhouse, Clubhouse grounds, Marina and its surroundings and the maintenance yard were quickly filled and by 9am the place was humming.⁴⁴

Working bees not only ensured that the club continued to be well maintained but they created the camaraderie for which the club continues to be known. Members would complete general maintenance, cleaning the extensive windows as when 'Maureen and Terry Symmonds, Arthur Finnerman and Allen Lapin were hard at work with their buckets and squeegees, Marianne Watson and Dos Boyd maintain[ed] club hygiene by cleaning the toilet and shower facilities and when the subcommittee members were bringing the kitchen to a state of cleanliness that most home owners would envy'.⁴⁵ Some work was more specialised, for example replacing the rotten sections of the ballustrading top rail on the west patio, which Jim McWilliam completed in 2002.

Outside, the contingent of whipper snippers were in full flight and together with Peter Salisbury's self propelled (most of the time) slasher were doing a great job removing long grass from the marina track'.⁴⁶ Other members, such as the Vincents in 2002, attacked the recurring Broome infestation while Bernie Heyen and helpers stabilised the east tyre wall with dry cement and then continued to work on Bernie Heyen's patented careening berth access platform. Charlie Blackney, having spent the morning filling potholes, was then given the task of trucking away the vegetation and rubbish that had been created by the work of various crews. Blackney had donated the truck that he had donated for club use that morning. Things were equally busy within the Marina.

In the Marina Dos and Ron Boyd were busily painting fire extinguisher boxes and hoses were being checked for missing nozzles and other defects. Several members were removing moss from pontoon timbers using the traditional stick with skew nail equipment (although Peter Oates complained that his was substandard and was requesting reassignment...) Kevin Luckman, Noel Street, Teddy Tompkins and Daniel Carlton were contemplating exactly how they would replace the faded orange on our lead navigation triangles, interrupted only by having to effect the occasional rescue using our rescue boat.⁴⁷

'Next door Andrew and Neil Lacco had commenced bringing the maintenance yard into a state of almost military inspection tidiness while Jack Dunn was bringing power outlets and circuit breakers up to scratch'.⁴⁸ Some jobs required the direction and assistance of a special interest section of the club. The dinghy specialists were involved with the precise location of the new roadside bollards installed around the marina in 2002. These replaced the old wooden rail fence that ran alongside the marina. The bollards created more room for the rigging of dinghies and also made the area look smarter.

Other working bees implemented safety improvements. Under the direction of Vice Commodore Neil Stewart, stainless steel ladders and life rings were installed at the ends of the marina fingers to assist anyone who had the misfortune of falling into the water. Red pile cap markings were added to indicate the proximity of the ladder locations and were easily seen from the water. Non-slip wire netting was installed on the marina access ramp, support posts were installed at the top of the marina access ramp in preparation for the relocation of the security gate to the top of the ramp where it now stands, and even the boat ramp chain was replaced with a lighter model to lessen the risk of pinched fingers when padlocking the chain. All areas around the club had come under the scrutiny of the Risk Management Working group. A barrier was placed above the barbeque area to prevent more adventurous children climbing up and falling through the gap. The step outside the meeting room door was converted to a slope to allow wheelchair access. Not all work could be done during the day.

One dark and stormy night at very low tide...

An intrepid group of members ventured out and removed the north-easterly steel pylon at the end of the boat ramp. The short stub of the pole is now covered by a tyre to avoid any nasty surprises at low tide. This should making launching and retrieving boats much easier.⁴⁹

While the working bee underway, 'provisions were arriving and preparations were underway for the usual sumptuous morning tea.'⁵⁰ This was followed by more work so that by midday the vice commodore called a halt to that year's annual working bee. A barbeque lunch was served to the tired and hungry workers. The numbers of volunteers varied each year but between forty to sixty people would donate their Sunday morning to assist. Some years the workers were blessed with mild weather but in other years, scarves, gumboots and raincoats were the order of the day. Many would stay on into the afternoon enjoying their meal and the company of their colleagues. Members' work was always recognised by the club during the formalities of Opening Day. It was because of this voluntary work that the squadron was able to maintain its facilities at a high standard and membership fees remained low.

Our Sail Past day is for celebrating and we urge all to join in. It is also a time to reflect and honour those who have made our Club what it is and to thank those who are carrying on their tradition.⁵¹

Opening Day formalities were held indoors but the fate of the Sail Past depended on the benevolence of the weather. The format of the Sail Past remained the same over the years. The commodore's vessel would anchor in the channel, just north of the bottom light. Those participating in the Sail Past waited near the top-light. Once the signal was given, the vice commodore's boat led the motorboats, followed by the yachts.

The jazz band played and the sun sparkled on the blue waters of Westernport as the fleet set off at 2pm for the sail past. What a spectacle the boats made as they sailed and motored past the Commodore and his guests on Trevally III. A special thankyou to those that made the effort to dress their craft for the occasion, which together with the musicians on the deck, made for a very festive display. Following the speeches, everyone enjoyed afternoon tea (and coffee and wine and beer...) as well as lots of yummy treats, including the food one unsuspecting member had stashed in the fridge for their dinner! Well, Doss (Boyd) it must have been good; every last crumb was eaten!⁵²

The guest speaker was Annabelle McDougall, Marketing Executive at Phillip Island Nature Park. She entertained the members with her reminiscences of family holidays at San Remo and her experiences with the Nature Park as well as the challenges facing the Nature Park. Her choice of best-dressed boats was *Ankira* and *Sundari*. Other boats to win this coveted award over the years were *Truancy Too* and *Sarie Marais*. In other years guest speakers were Alan Brown MP and Life Member (2000), and Alistair Murray, Managing Director of Ronstan. Sturt Ord, Regional Manager of City and Bays Parks Victoria, who was guest speaker in 2003, had the dubious honour of having to do a 'walk past' along the marina walkways with the commodore as the weather – although hot with the temperature at 35°C – was blowing a strong northerly and making sailing conditions very difficult. Nevertheless members still participated in the spirit of the event and dressed up their vessels. George Reek accepted the coveted award for *Sarie Marais* that year. Opening Day of 2002 was also memorable for the donation by Ken Stuchbery of an early navigational chart of the eastern section of Western Port. The chart, which was surveyed in 1865 by Commodore Henry L Cox, became a valuable addition to the club's archive collection.

I awoke at 6 am on Opening day, November 13th to find our house cut off from Forrest Avenue by a moat. The rains continued, the Social Sub-Committee and helpers set up the Clubhouse and the weather became even worse. Finally Rear Commodore Allen (Garrett) in consultation with Safety Officer Teddy (Tompkins) announced that the Sail Past must be cancelled.⁵³

Even their guest speaker, Commodore Michael Murray, Royal Australian Navy Executive Officer of HMAS Cerberus, had abandoned his plans to come by boat from Cerberus and had driven himself by car through minor flood waters. As the weather improved in the afternoon, the Opening Day celebrations were a success, helped along by the delicious food and lively jazz music provided by squadron members Peter Buitenhuis and Charlie Palfrey.

It was third time lucky for the Opening Day in 2004 as finally, after two consecutive years of cancelled Sail Pasts, twenty-two vessels that included off-the-beach dinghies formed a spectacular fleet, which was witnessed by guest speaker Acting Sergeant Alan Rice from the Water Police.

SOCIAL SAILING

Social sailing depended on the whims of members. Expeditions were often impromptu.

It was a beautiful day and by the time we were past Corinella we all agreed that we should circumnavigate French Island. As it was low tide we knew there would be little water, indeed often no water, over the hump in the East Arm between Lang Lang and French Island. The tide had just turned so we raised the legs and idled along on one engine. Each time we nosed into the mud we turned off the power and enjoyed the environment. Western Port is certainly a beautiful place to be. When the tide floated us off we drifted until the next mud bank. Eventually the tide rose when we were south of Koo Wee Rup so we had sufficient water to speed up. We popped into Western Port Marina to fill up the tank and were back just in time to beat Easter Bunny into the Clubhouse.⁵⁴

Some trips came as a result of invitations such as the one to Open Day at HMAS Cerberus in 1999. Legend had it that after Cerberus hosted a leg of the Western Port Challenge several years previously, some well known sailors from the Newhaven end of the Bay 'drank the Officers' Mess dry, and outdid the Navy boys in the tall stories stakes'⁵⁵ However, this event had obviously been forgotten and a flotilla of nine boats from Newhaven comprising *Dr Who*, *Hot Pepper*, *Andiamo*, *Sandpiper*, *Hermitage*, *Joalda*, *Ankira* and *Yendora* motored to Cerberus on a pleasant and almost windless Sunday in October. After the early birds docked at the marina and those arriving later anchored off the wharf, they spent a very pleasant day exploring the base, no doubt seduced by the fact that members 'were greeted by impeccably uniformed naval ratings' and were 'courteously greeted as "Sir" and "Ma'am"'.⁵⁶

Other social events, part of the squadron's calendar since its foundation, experienced fluctuating popularity over the years. The January Picnic at Quarry Beach was one such event when members with disparate interests gathered by motorboat, cruising yacht, rowed a dinghy, sailed an off-the-beach boat or walked along the beach to the picnic. Once there the younger members played in the water and on the beach while the more sedentary took the chance to relax and to talk. The mid-week cruises to Rhyll and the long weekend cruises were other events that became institutionalised

into the culture of the club. These cruises became general knowledge when the local newspaper, *The Advertiser*, spruiked 'The Joys of Island Living'.

The joys of living on an Island are not lost on at least one group of local people.

Where else can you board a yacht after work, sail across a beautiful bay, enjoy dinner, sail home again, and be tucked in bed by midnight. And do it on a weekly basis.

Every Wednesday evening, at around 5pm (weather permitting) an enterprising group of sailors from the Newhaven area do just that.

The group board their yachts, moored at the Newhaven Yacht Squadron: and sail across the bay to Rhyll, where they disembark and enjoy a meal at the Rhyll Foreshore Cafe together. After a very relaxing few hours, the group sail back "under the light of the silvery moon" arriving back at the marina about midnight.

The ritual began at the start of the summer daylight saving period, and will continue as long as the weather holds. What a life!⁵⁷

Weekend cruises were generally planned for a long weekend. Initially, in the early part of the new century, they were run independently of other events. However, by 2005 there were plans to combine them with some of the race days. The Labour Day long weekend was traditionally a club cruise weekend but this had also become the weekend for the Three Humps Race which was linked to the Lions Club San Remo Festival. Members seemed to enjoy this combination of activities. Suggestions were made that other events should be melded together, for instance the Summer Cruise and the first Triangular Series Race held during the Australia Day long weekend. As the race started in Rhyll and finished in Cowes, racing crews could join the cruise from Cowes.

Most Labour Day cruises started from Newhaven Yacht Squadron, such as the one in 2002 when eleven boats (although numbers often varied from fifteen to twenty boats) set sail for Rhyll and berthed for two days at the Western Port marina.

The 18 mile sail over was fairly slow although we picked up some wind from the east at Rhyll but it died out by the time we got to Sandy Point. We leisurely motored the last five or six miles in the warm conditions and found our allotted berth right in front of the Marina Office and BBQ area. Tying up a berth that was suitable for a 45' vessel meant that we hardly needed springers because the bowlines stretched forward and the stern lines stretched aft. The berth was so big that there was enough space for another boat the size of *Ankira* between us and the vessel on the other finger.⁵⁸

On Saturday night, dinner was held at the Hastings Yacht Club at about 7.00 pm. Members enjoyed nibbles of chips, dips and shredded vegetables and opened their own bottles of wine and beer to help this food down. The main meal then followed consisting 'of Shepherds Pie, Spaghetti Bolognaise with peas, beans and French bread...Amazingly the HYC only charged us \$8 a head for all this and for an extra \$2 we received raffle tickets for three prizes.⁵⁹ Of course, by then spirits were high and it would have been a fairly noisy group that made their way back to the marina and 'although the wind blew like hell during the night the mixture of alcohol, food and good company

ensured a solid night's sleep'.⁶⁰ Sunday was generally a free day with skippers and crews taking things easy; however, the group of 2002 continued in high spirits the following day with five boats, including *Ankira*, *Sarie Marais* and *Centime*, sailing to Chicory Lane at the north end of French Island. Ray Frith and Jeff Shawcroft from *Hot Pepper*, an Eastcoast 31, were very impressed with Peter Watson's *Ankira* which they had thought would be a sluggish performer given its size. Although the sail to Chicory Lane had been in light ten-knot winds on a flat sea, the return journey became a race to Hastings between *Ankira* and *Hot Pepper* in a gentle six-knot breeze and flat water. The day finished with a barbeque on the lawn at Hastings Yacht Club and extended into the warm and sultry night with coffee and port on board *Ankira*. Needless to say spirits remained high.

Leaving at 1000 hrs on Monday the sail back to Newhaven was boisterous with gusts of 30 knots from the northeast. We sailed the 18 miles in just under three hours only using our headsail and were glad to be safely berthed at Newhaven before a strong southwest change came later in the day.⁶¹

As always some adventurous souls explored distant waters. Bruce and Cheryl Matthew set sail for northern waters in *Nareena* in 2000. They sent regular stories about their experiences, which appeared in the *Quarterly*. They left Australian waters in early 2002 to sail the Java and China Seas, and the Malacca Straits, visiting Malaysia and Indonesia. They crossed the Indian Ocean in 2003 and were chased by pirates in the Gulf of Aden before reaching the safety of Port Aseb in Eritrea just before the American and allied forces invaded Iraq. In late 2003 they bought the *Sea Dove*, which had left Australia at the same time as *Nareena*. *Sea Dove* had been one of the boats involved in the pirate attack in the Gulf that the Matthews had experienced. *Sea Dove* was a much bigger fibreglass-hulled boat compared to the *Nareena*, which was steel-hulled and therefore a lot slower. Their first day on board the *Sea Dove* saw them setting off from Marmaris in southern Turkey in a brisk 15-20 knot north-westerly. This soon turned into '40+ knot winds, or as more commonly known here as force 8'.⁶² The end result was 'both No.1 and No. 3 jib sheets had joined forces and tangled together to make a huge knot, resembling a "giant bunch of grapes". It didn't look pretty, but at least the sails were furled.⁶³

Solo sailor Malcolm MacArthur, aged seventy plus, fulfilled his dream of a lifetime when he set off north in his twenty-two foot Baroness trailer-sailer, *Andiamo*.

Yes, I could write a book on "How to take your trailer sailer to and around the Whitsundays". It would need a book to tell the whole exciting story. I travelled on the road 5323km. And spent £1300 on fuel. I wanted to do it for a long time...and now I am cured.⁶⁴

Yet others like Daniel Carlton 'saw an advertisement on the Yachting Victoria website for a "Trip of a Lifetime"⁶⁵ and jumped at the chance of circumnavigating Australia in the forty-foot yacht, *Epsilon*. This proved to be a great interlude for Daniel, between finishing school and commencing tertiary studies. The San Remo Federation Celebrations of 2001 gave the Newhaven community a taste of their fishing history with the running of traditional Couta boat races as part of the Centenary of Federation celebrations. The Couta Boat Club from Sorrento was invited to participate in the Labour Day weekend races held in March 2001. In all, eleven Couta boats arrived in the week preceding the celebrations and 'Bernie Heyen did a fantastic job, cramming the boats into every nook and cranny in the marina.'⁶⁶ Ken Lacco, a founding squadron member and builder of boats, was guest of honour.

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The squadron hosted over eighty competitors and their guests to a dinner with squadron volunteers preparing barbecued local fish donated by the San Remo Fishermens' Co-op. *Rhapsody* gained line honours with *Sarah*, *Swan Bay* and *Jane Louise* winning the first three places on handicap. Then, on 24 March, squadron boats made up the escort party for the *Lady Nelson* replica as part of the bi-centenary re-enactment of Lieutenant Grant's landing on Churchill Island in 1801. 'This active little vessel could well be claimed by the Mornington Peninsular as its "flagship", as so much of its shoreline and two bays were first made known to the world by her officers and men.'⁶⁷

YACHT RACING – Division 1

On our Opening Day the Commodore of Cowes Yacht Club, Adrian Mitchell, suggested that Cowes would like to put funds towards a Triangular Series trophy which recognised Don's (Manning) efforts. Rhyll and the NYS Committee willingly agreed. Ray Frith then designed the magnificent trophy.⁶⁸

The trophy was a clear crystal silhouette of a yacht under full sail with masts billowing. The names of the Rhyll, Cowes and Newhaven clubs, their burgees and an outline of Phillip Island were etched on the top left of the trophy, together with the words 'Phillip Island Triangular Series and Don Manning trophy' beneath. Newhaven won the inaugural triangular series trophy after a series of three races between the three island clubs. Successful team members were *Andiamo* (M MacArthur), *Apricot Free* (K Stuchbery), *Chaos* (G Chipperfield), *Chardonnay* (P Salisbury), *Hidden Agenda* (C Wilson), *Hot Pepper* (R Frith), *Hustler* (J Swarbrick), *Joalda* (I Jemmeson), *Mollaka II* (A Hughes), *Papillon* (T James) and *Tanakee* (G Reek). Newhaven went on to win the second series in 2001 with John Swarbrick in *Hustler* being the individual winner as he won all three races in the series. Over the next few years the number of squadron members participating in this race fluctuated, making it difficult for Newhaven to retain the trophy. The weather played a role as in the 2002 race when Newhaven needed to come from behind to defeat the leading club, Cowes. Ken Stuchbery in *Apricot Free* looked like he might provide this victory as he was in the lead by a sizeable distance around the last mark at the top light and heading for the finish line near the bottom light when the wind died. An hour later he had only made half the distance when the time ran out and the race was abandoned. The next two consecutive years, however, saw Newhaven victorious in the race series.

In 2001, another inaugural trophy was unveiled. Henry Hammond, the instigator of the Three Humps Race, had passed away the year before and the committee recommended that in his honour a memorial trophy should be presented to the winner of this combined sailing and running race.

Peter Lynch has presented the Club with a formidable trophy created by modifying a carving that Henry started but was not able to finish.⁶⁹

The Three Humps Race remained a popular fixture in the squadron's calendar although in 2002 the race was affected by strong winds, making it impossible to land safely at Cowes so this leg was abandoned and two running legs were held instead at Rhyll, and one at Newhaven. This change proved so popular that the following year the Cowes leg was not held. Instead, the first and last legs were run at Newhaven with the second leg at Rhyll. Skippers and runners would gather at the appointed meeting place and allocations would be made. However, due to the last minute re-

distribution of running talent, some skippers would benefit from this re-allocation as the skipper of *Hermitage*, Noel Street, discovered in 2004. He got an unexpected bonus with a change of runners. 'You see, Andy runs like the wind. Actually, he out-runs the wind. There's quick, there's fast, and then there's Andy. Noel's secret weapon.'⁷⁰ Naturally, team *Hermitage* won the day.

The Summer of 2000 was remembered for its high winds and seas. The first Around Phillip Island race was run in uncomfortable conditions and the Half Phillip Island Race was cancelled due to lack of numbers. Participation continued to be poor over several years for unspecified reasons. Later, the numbers started to grow with the enthusiasm and work of George Reek in co-ordinating skippers.

The Lyall Williams Around the Island Race was well supported with 8 boats entered. Well done to Alen Garrett 1st, Ken Stuchbery 2nd and Equal 3rd Peter Salisbury and Malcolm Adams. In past years the race has had to be cancelled due to lack of numbers, so thank you to George Reek for his efforts in recruiting boats for the race.⁷¹

With this renewed interest in the Around Phillip Island Races, the newsletter of Autumn 2005 reprinted the story of how to build a danbuoy, which it had first published in the Winter 2000 edition of the *Quarterly*. The danbuoy is a floating flag pole attached to a life ring and is used to mark the position of any person overboard. It was designed by George Reek and built from materials readily available from hardware stores. This building project was touted as an ideal Winter activity to enhance safety on boats.

Interest in other races also varied over the years. The Commodore's Cup, one of the most significant races on the squadron's yachting calendar, only attracted three contenders in November 2003, although the blustery wind conditions and rough seas may have also played a role. The three contenders were *Chaos* (Graeme Chipperfield), *Blaze Away* (Chris Watson) and *Sarie Marais* (George Reek). Unfortunately, the two smaller boats suffered gear damage due to the weather conditions while *Sarie Marais'* heavy weather capabilities helped her win the race. The weather conditions on the waters of Western Port had often played a major part in determining the results of races. During the Winter series of 2003, the combination of wind and the top light marker brought an end to one yacht's racing dreams.

Sailing around the top light, well clear with 15 degrees of heel, *Andiamo* is caught by a nasty gust off the San Remo hills. The heel angle now becomes 35 degrees and the luff cord catches on the light cage. (six inches would have made the difference!) We heel further – the cap catches the SE corner of the cage. Round she goes! Snap! A two piece mast! Now the headsail catches. Two panels in the main and head tear and the wind does the rest. 360 degrees around the pile we go. The caps, lowers, halyards, topping lift, forestay and backstay all wrapped beautifully.⁷²

Crewman Peter Jelly climbed the light and after opening the hatch to the light was able to release the trapped rigging. *Apricot Free* stopped racing to assist in the rescue, thus forfeiting her chances in the race. 'Sixty-eight years of sailing – bays, inlets, lakes and oceans in sometimes heavy conditions and this is the first accident – had to make a blunder eventually'⁷³ was Skipper Malcolm MacArthur's summation of the debacle.

Potentially, some sailors failed to participate because of what they considered to be increasingly onerous safety requirements. In 2001, boats participating in any club-sponsored coastal event were required to meet Category 4 safety requirements. Trailable boat safety needed to meet one of the requirements for stability laid down in the Australian Yachting Federation Racing Rules of Sailing 1997–2000 (Blue Book). In addition to documentary evidence being necessary, club equipment inspectors were permitted to check all entrants prior to an event. The squadron's decision to consider risk management in all its activities was justified when a sailor from another club lost his life during a race in Port Phillip Bay.

"How could this happen with an organized club event, experienced skipper, well equipped boat and the unfortunate victim an experienced yachtsman?"

The coroner, during the inquest into a crewmember's death, along with the crewmember's family, asked that very same question. The answers and ultimately the outcome of the inquest have some serious ramifications for both yacht clubs and individual yachtsman. The coroner's report levelled some criticism at both the yacht club officials and the skipper of the yacht involved.⁷⁴

SAFETY AND TRAINING

In 2004 the squadron developed the man overboard course for middle-aged couples; it was perhaps an Australian first. Peter Madigan ran the course on Sunday 29 February 2004. Although it was based on a well-presented procedure in the Australian Yachting Federation's Blue Book, it was felt that this procedure assumed the vessel had a crew of strong fellows aboard. The squadron's course concentrated specifically on the problem of mum and dad sailing together and one of them falling overboard. It also considered the fact that members were getting older and less agile; therefore the course took into consideration a number of alternative methods of retrieval. The course also gave attendees the chance to tailor the man overboard procedure to their own boat.

We came to the conclusion that the chances of retrieving someone at night off Cape Liptrap in 35 knots of wind was only about 10%. A very sobering thought. Thus the real solution is: DON'T FALL OVERBOARD.⁷⁵

Three months later the squadron's sailing community was reminded of the dangers of falling overboard when some of the members were involved in a rescue operation in the club's rescue boat ND11. Rear Commodore Noel Street recounted the events of the night and the following day in the *Quarterly*.

The night's silence is shattered by the shrill ring of the telephone. The house is in darkness as it is 1am. I grope for the phone and say "Hello." "Noel, this is Neil Lacco, I've just been told a boat has sunk at Newhaven, one person on the rocks, one made it to San Remo and two missing." "I'll get dressed and see you at the yacht squadron." I grab the keys, mobile and a torch and head off.⁷⁶

The squadron clubhouse became the co-ordination centre for the rescue operation, providing warmth and shelter from the difficult weather conditions for the police, State Emergency Service, Western Port Rescue, Coastguard Hastings and members of the Newhaven Yacht Squadron who assisted in the rescue. Pat Street was radio operator during the night and the following day. Marie Lacco and Pat Walton from the Red Cross provided the food and hot drinks, while the Newhaven Store donated the food. Neil Lacco, Teddy Tompkins, Noel Street and members of the public were involved with the initial rescue activities before the authorities arrived. One survivor was found clinging to the Port channel marker located on the rock island in the channel. He was found because a member of the public had driven his car onto the jetty and turned the headlights onto that rock island in the channel. Noel Street and two volunteers took the squadron's safety boat ND11 up to the rock island with the tide ebbing at one to two knots and the wind blowing from the direction of the jetty. The current and many eddies proved difficult but one of the crew was finally able to jump onto the rock and hold the bow while the victim was assisted onto the boat and motored back to the marina where the ambulance treated him for hypothermia.

ND11 then returned to search for the two missing persons and was joined by Western Port Rescue (TX11) and Coast Guard Hastings (CG 4) and two helicopters. The three hour search recovered a fuel tank and landing net approximately 1 mile below the bridge. The wind was now 15-20 knots with frequent rain squalls and very cold. The Water Police who now controlled the search called everybody back to the Club for debriefing and to continue to search at daybreak.⁷⁷

At first light, in strong 30-knot westerly wind conditions, the search recommenced with Western Port rescue and Coast Guard Hastings searching Cleeland Bight, the San Remo sandbar and out as far as Bore Beach in Bass Strait. The State Emergency Service searched the shorelines. Noel Street and Teddy Tompkins, the squadron's safety supervisor, took out Street's 31-foot yacht *Hermitage* and searched without success beyond Maggie Shoal and followed the shore from Bass River to Dickies Bight in poor weather conditions that continued for the rest of the day. The police helicopter search had better results as they located the missing boat, a 10-foot aluminium dinghy, in Dickies Bight and sadly later that day they found the body of one of the missing persons. These tragic events emphasised to the sailing community the need to respect the sea and weather, to understand the limitations of both vessels and sailors, to carry safety gear and know when and how to use it. The club's adherence to ongoing stringent safety management and safety courses was justified.

Winter was a good season to run courses on topics such as radio operation, navigation and GPS (Global Positioning System), basic sailing and dinghy maintenance. They also ran a racing rules clinic, a National Powerboat Handling Certificate TL3 course, and introduction to novice sailors. In 2000 the squadron developed a strong association with Newhaven College when Ray Frith, and later Jeff Shawcroft, ran an introduction to sailing course to prepare Penny Manning's students for a camp on the Gippsland Lakes.

Beginning with a theory session with Jeff Shawcroft, then rigging up and out for a sail on *Hidden Agenda* (Don Wilson), *Tarnui* (Phil Bagley) and *Hot Pepper* (Jeff Shawcroft) with the students doing the

sailing and finally the friendly rivalry of a race back to the marina. I think we had them enthused!!⁷⁸

This was part of an ongoing program of Jeff Shawcroft's to introduce young people to boating and sailing and was obviously successful as the students returned safely from their sailing trip, having had an exciting time. Two students later joined the off-the beach crews on their racing weekends. Another course that became extremely popular was the Powerboat Handling Certificate or TL3 course. With the implementation of the Marine (Amendment) Bill 2000, which required that all recreational powerboat operators should be licensed, this course became very relevant. People holding this certificate would automatically be granted a Victorian Boat Operator's Licence by VicRoads. The course was held twice a year and attended by up to twenty members each time. Peter Madigan from Ocean Yachtmaster, who would later run the man overboard course, ran the course and he proved to be both entertaining and informative, although the fear of the test at the completion of the course may well have been a great motivator.

The two days of intensive water safety training was conducted by Harry Williams of OYM Training. The weekend of training was heavily subsidised by a grant received by Western Port Marine Rescue from Marine Safety Victoria.

We were pleased to have a contingent of RAN personnel with us for the weekend. This group of friends was comprised of young naval recruits from all over Australia, who are currently stationed at HMAS Cerberus, and who found mention of the weekend on the Yachting Victoria website...It did seem a little strange that the Navy came to us to learn about boats!⁷⁹

Newhaven Yacht Squadron members assisted in the weekend, providing their boats for on-the-water activities, donating flares and providing participants and trainers with much appreciated food and drink. Newhaven Yacht Squadron was also able to offer the Level 2 First Aid Certificate training course because of the subsidy they had received. This course was conducted by Lloyd Davies, an accredited training officer with Swinburne Centre of Occupational Health and Safety, who kindly donated his services. Jan Stone, a squadron member and nurse, recounted the experience in the *Quarterly*.

On August 6th and 7th ten NYS Members spent the weekend in a flurry of triangular bandages and getting up close and personal with a lady called "Annie". No, we didn't spend the weekend engaged in questionable behaviour; we spent the weekend attaining our Certificate 11 Senior First Aid... We approached our multi-choice exam and role play scenarios with trepidation, even Resusi [sic] Annie looked worried! All went well, our casualties survived our bandaging and ministrations and Annie was successfully resuscitated, very relieved when placed back in her carry case to rest and recover...We all passed with flying colours.⁸⁰

Squadron members obviously took their first aid responsibilities at sea seriously as reflected by the number of members who attended each course. The Resusci Annie dolls they were practicing on were life-sized mannequins with moveable upper airways and chest used for teaching the life-saving techniques of cardio-pulmonary resuscitation. They were developed by the parents of a girl who had

died because those people who attended her did not know how to perform cardio pulmonary massage.

The club strongly believed that it had a responsibility to squadron members and the community to be a leader in training, in assisting those in distress and in search and rescue. As such, Ray Frith and Jeff Shawcroft completed the Coaches Course held at Altona Yacht Club in 2002 so that the Newhaven Yacht Squadron could become a recognised Australian Yachting Federation teaching establishment. This aim was achieved in November 2005. The running of the club's safety boat, a Savage Streaker (radio call sign ND 11), was also an integral part of the squadron's commitment to safety. This boat, which was used during races and at sea training sessions, also played a role in assisting members in distress. As when *Andiamo* came to grief at the top light and when *Sarie Marais* was saved from a lengthy stay on the mud.

On 2 October 2004, Noel Street, Jim McWilliam and Teddy Tompkins took the squadron's rescue boat across to Hastings to a club rescue exercise organised by Harry Williams from Western Port Marine Rescue (WMR), which had been previously known as Westernport Safety Council. The lectures were held in the Lady Nelson room at the Hastings clubrooms and were attended by members from other clubs, the police and rescue organisations. Topics discussed included helicopter rescue techniques, the availability of different flares, and a demonstration of radio frequencies for distress calls. There were two on-water mock rescue exercises that involved searching a designated area which, in the case of ND11, was an area along Middle Spit to Barrillia Island that involved being in constant radio contact with the base set up at Hastings. Unfortunately the Newhaven crew missed the barbeque dinner and afternoon mock exercise because they were asked to execute a real rescue on their way home; a four-metre tinny had broken down off Cowes. Sadly, the stories of previous tragedies did not stay long in the public memory.

One of three persons on board had phoned Police on his mobile. The only details we were given were that they were somewhere 1km. west of a tanker, between No.14 buoy and Sandy Point, along with the mobile number. When we approached the search area, there was no boat of that description to be seen. We rang the number and the chap on the other end had no idea where he was. We had a very frustrating time trying to ascertain his location in relation to the tanker etc. He had no idea which direction was west, which made our job even more difficult because we had no point of reference.⁸¹

Finally, the two men and young girl, who were all from country Victoria and who had no local knowledge, were found and towed back to Cowes. A marine incident report (MIR) was submitted to the Water Police as the club depended on receiving grants to upgrade their rescue boat and a record of involvement in these types of rescues would increase the chance of a successful grant.

It is somewhat ironic to note that at the time of their rescue neither the men nor the girl were wearing life jackets. At this time that the press was running a debate regarding the Victorian coroner's recommendations about the compulsory use of flotation devices as there had been 53 boating fatalities in Victoria over the preceding four years. For the benefit of members, the *Quarterly* published an article in the Spring of 2005 by member Stuart Stone about the history of life jackets, the types available and their maintenance. For good reason, it was entitled 'A Life Jacket is Only a

Life Jacket When it is Worn'. Legislation requiring the wearing of PFDs on moving powerboats up to 4.8 metres was introduced on 1 July 2005.

Jeff Shawcroft's thoughts on safety and training summarised the premise on which club training policies were built.

As the conditions deteriorate you mentally adjust to these conditions until quite suddenly it becomes very clear that the boat, the crew and yourself are not as safe as you would like them to be...It's about now that you start asking yourself, have I got what it takes to handle this? Does my crew have enough experience? Is the boat up to scratch? And do we have our safety gear ready? If the answer to all these questions is yes then a feeling of confidence should follow. A feeling of pride felt when the crew performs their duties under the most unpleasant conditions and a knowledge that the time spent training and learning wasn't wasted. It brings to mind a comment made by captain Hanns Mitterer during the last Navigation Course, "Seamanship is something you practice when you don't need to, not when you have to."⁸²

YACHT RACING – Division 2

Another highlight has been to see the off-the-beach yachts back at the NYS. After all, that is how the Club started and active young sailors will help ensure the future of the Club. What's more, a number of very mature, in years, sailors, have been inspired to get their bums wet again and I know a number of others who are becoming keen to get their old yachts out again. Jeff Shawcroft as Training Officer deserves much of the credit.⁸³

Small boats once again began to capture the squadron's interest and off-the-beach sailing was re-established. The preliminary foray back into off-the-beach racing was to be two dinghy challenge events held in front of the clubhouse at high tide on Sunday 7 January 2001 and Sunday 21 January 2001 during the Summer school holidays. All sorts of small watercraft arrived on race day, which was a nightmare successfully dealt with by race handicapper, Allen Garrett. The boats racing included two Fairy Penguins, a Shrimp, a Seaflyer, a Mirror, an Yvonne, a Maricat, a Laser and a Quickcat.

The first race saw plenty of wind and some exciting sailing, with a couple of members taking an unexpected bath and a catamaran slowly disappeared under the waves as one of its hulls filled with water. The skill level had improved considerably for the second race, with all competitors managing to stay in their boats!⁸⁴

Competitors in these inaugural races were Neil Lacco, Malcolm Macarthur, Andrew Lawson, Noel Street, Jackie Murray, Jeff Shawcroft, Joe Caria, Daniel Carlton and Ron van Rennes. The races were followed by a barbeque arranged by Pat Street and the social committee. Such was the excitement created by the return of dinghy racing to the squadron that two members, Malcolm Macarthur and Arthur Sinneran, donated a Puffin Racer and a Paper Tiger respectively. Jeff Shawcroft and Ray Frith arranged a working bee to get both boats shipshape for the next racing season. At the same time basic sail training courses, combining theoretical and practical skills, were planned over the months of October to December 2001. And for the next Summer season, five dinghy races were planned to start in December 2001.

The Dinghy Series is well underway, with three of the five races completed. We are averaging 12 starters per race, with a very mixed fleet of boats, which adds to the interest. The racing continues to be fun and challenging. Allen Garrett's safety hints and Ian Jemmeson's racing tactics before each race are greatly appreciated. The lollies thrown to those clever enough to have the right answers are also something to look forward to!⁸⁵

A highlight of Presentation Night 2002 was when Travis Ellis returned the Rose Bowl trophy that he had won many years previously as Dinghy Champion. In the Summer of 2003, the squadron purchased two training dinghies and these were made available to both senior and junior members who wished to participate in the dinghy sailing season. Although dinghy racing continued to attract reasonable numbers of participants, these were from the ranks of the senior members whose approach to off-the-beach sailing was somewhat different to the younger generation's. 'Yes, they all get here and get their wetsuits on and their water boots and gloves. I come down here, pull my boots and socks off, roll my trousers up, put my life jacket on and go.'⁸⁶

However, because of the enthusiasm and perseverance of the boating committee, the size of the off-the-beach fleet grew so that in 2005 there were over ten yachts in the fleet and more than thirty members, many of whom were juniors. Their skills were obviously improving because of the fourteen juniors sailing off-the-beach yachts, three skippered their own boats in season 2005. Sadly, the Rose Bowl Regatta was called off that year due to bad weather although to mitigate disappointment it was substituted by some training in the clubhouse. A new event was also planned for 2006.

The Southern Western Port Challenge is an OTB event to be rotated amongst Cowes, Inverloch, Newhaven and Rhyll. This year's inaugural race will be held at Inverloch in March 2006. The opportunity of competing with our Bass Coast Shire neighbouring Yacht Clubs is one to be relished. We already have a well-established 'Triangular Series' for our larger yachts between Cowes, Rhyll and Newhaven. The inclusion of Inverloch is a logical and welcome development for the smaller yachts. There is some history to this idea as Newhaven participated in the Tarwin River races back in the 70's and 80's.⁸⁷

As this event would allow sailors to compete in a larger fleet and against boats not familiar to them, it was considered to be of invaluable experience for those sailors wishing to compete in regional or state championships. 'Clubs will benefit from working co-operatively in running the event. The sharing of knowledge and experience will be invaluable to all clubs; for example, seeing how other clubs organise their rescue boats and other safety procedures will lead to improved safety standards in all clubs.'⁸⁸ Junior members further benefitted from the club's involvement in the Youth Development Squad, which came about from their participation in Teaching Western Port. The program of coaching run by a Yachting Victoria Coach at the Western Port Yacht Club was expanded to include juniors from the Southern Western Port clubs. Malcolm Garrett was given the task of co-ordinating Newhaven's involvement with the course. All in all, at the start of Summer season 2005, 'excitement at the commencement of a Summer of boating activities is apparent at Newhaven Yacht Squadron.'⁸⁹

FISHING

The second fishing competition in December was a bit quiet, with only 10 competitors and a scarcity of fish. All that changed, however for our third comp on January 2nd. There were 30 senior and 5 junior entrants. It must have been the new millennium. The fish were plentiful, with good catches of all varieties weighed in. Flathead were to the fore, with a good catch weighing in at between 140 and 360g.⁹⁰

The lucky winners in the new millennium were Noel Street with a 400-gram King George whiting, Norm Dowel with a 360-gram flathead, Tom Ewings with the largest other fish, a 780-gram leatherjacket. Noel Street was lucky enough to also win first and second place in the pike/salmon category weighing in at 470 grams and 400 grams respectively. Rowan Draper was the junior winner having caught a 360-gram whiting. The fourth competition was cancelled due to bad weather and was rescheduled to 2 March, which was fortuitous as not only did the weather markedly improve but the turnout of competitors was good with twenty seniors and two juniors competing in the fish-off between the 'boaties and yachties' and the fishing was plentiful. The day was capped off with a barbeque and drinks at the clubhouse. On the evening of the Presentation Night the Angler of the Year was Judi Lee with 190 aggregate points. 'It looks like we have a new Queen of the Bay but she said that she would have to be the *Princess* as no one could take the title of Queen of the Bay away from Laurel Telling.'⁹¹

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The junior champion was Tim van Rennes whose father Ron was the driving force behind training the youngsters in the finer arts of fishing. Ron van Rennes's activities extended to anyone in the community. With a grant from VRFish he arranged a special Junior Fishing and Boating Workshop. The idea behind the workshop was to increase participation and stress the social benefits of recreational fishing to those members of the community who would not normally come in contact with this sport. In particular, the invitation was extended to the youth from the disabled and disadvantages groups in the local area. The workshop, held on 4 March 2001, was a great success and everyone seemed to enjoy both the theory and practical parts of the program, although the whiting were scarce. Not only were members Peter Oates, Terry Harris and Roly Schaefer involved but, as always the catering was arranged by the ladies of the club. The local community, in this case represented by Boronia Marine, Just Fishing & Boating, Hook-up and Parks Victoria, helped make the day a success with their donations. As in the last century, the squadron continued to be supported by the local businesses such as Newhaven Hardware Store, Jims Bait and Tackle, Newhaven Supermarket, Phillip Island Kerb and Channel, the San Remo Hotel and Real Estate Weekly.⁹²

Fishing competitions remained popular and the practical prizes awarded were actively sought. Members were reminded of the need to register in order to be in the running for a prize.

In the 3rd competition on January 6th we had a surprise weigh in by Charles Forster, he brought in 3 good snapper of around 1kg and a real beauty, a 7kg mulloway. Fortunately he hadn't entered the comp! This was lucky for me however. When you look at the results for other fish you will see why.⁹³

Ron van Rennes, the writer of this piece was the winner and second place getter in the Other Fish section. Although large fish were celebrated, members were encouraged to make themselves familiar with fishing regulations, not only in the interest of not being caught red-handed and fined, but also to protect the environment and nurture a finite resource.

Two men were sitting on the bank fishing when the Fisheries Officer appeared asking to see their fishing licences. Immediately one of them threw down his rod and took off with the Officer in hot pursuit.

After some distance the man stopped to catch his breath and the Officer caught up.

“Let’s see your licence mate.”

With that the man pulled out his wallet and presented his licence.

‘That’s fine. But why the heck did you run away like that? You’ve got a valid licence.”

“Yeah. Well it’s like this...my mate back there, well he doesn’t”.⁹⁴

As fishing was so popular, the motorboat and angling committee set up a new competition for juniors. During the first competition on 1 December 2001, the weather was bad with 20- to 25-knot south-westerly winds, but not so bad that the competition was cancelled. Four keen junior anglers participated and ‘deserve an award for attaining their sea legs!’⁹⁵ Brother and sister team Natasha and Timothy van Rennes, supported by George O’Brien, the man behind the scales at each weigh-in, and their father, Ron, were the first to register. They were soon joined by brothers Rowan and Matthew Draper with their grandfather, Neil Lacco. The van Rennes/O’Brien crew dropped anchor about 500 metres below the bridge. The Draper/Lacco crew went further down towards the old Woolamai boat ramp; however, about an hour later they were joined by their competition. Both parties then discovered that neither had any luck with the fish.

My kids hadn’t had the opportunity to fish in the company of another boat before and it was fantastic to see the interaction between these fellow junior fishermen. They had a few jokes together and even a bit of a casting competition. After an hour or so, still no fish and the wind was getting a little stronger. I decided to move out to the shelter of the cliffs at Cape Woolamai. Neil called, “We won’t be far behind you.”

As soon as we rounded the corner of the granite quarry it was as though we found paradise. Hardly a ripple on the water and it was crystal clear. We spent the best part of the day dropping a line around the Half Tide Rock-Gull Island area and cruising along the base of the cliffs admiring nature at her best.⁹⁶

The junior fishermen made catches but true to the story-telling code of all fishermen ‘Timothy lost a pinkie snapper and Rowan lost something really big!’⁹⁷

A Winter competition was started, encouraged by the numbers in the Summer competition and the fact that fishing activities remained popular in Winter. Fish are more plentiful in the Winter months around Western Port and there is also a greater variety of species. However, in case of bad weather, the committee had a contingency plan – an in-house angling activities day. This would be held at the clubhouse and include activities such as fishing videos, fishing gear maintenance, knot tying and a barbeque. Regal Marina was the sponsor of the new event, which attracted nine seniors and four juniors. On Sunday 14 July 2002, early morning rain resulted in a late start of the first Winter series fishing competition. When the rain eased, five boats went out into the bay. Two members decided to try their luck with land-based beach fishing. Both groups were successful with the land-based

Comment [CL3]: Please complete the names.

group catching yellow eye mullet and a tailor while the boat-based group caught leather jackets, flathead and salmon. Once more the juniors starred by catching the two best fish for the day, a 1005 gram salmon and a 460 gram tailor, with Matthew Draper winning the junior heaviest fish and Ron van Rennes the senior heaviest fish. The first competition for the Winter season of 2003/2004 was made memorable by 'the accidental art of synchronised fishing'.⁹⁸ Noel Street and Des Mackley tied for second place. Both were fishing from *Hermitage* and each landed a salmon weighing 231 grams. Unfortunately, there were no cameras about to record the event although the *Quarterly* suggested that this should become an Olympic sport.

For the fishing fraternity, Phillip Island is a haven where fishing is possible in most weather conditions whether accomplished from the water or from the land. For the third of the Winter series competitions in 2002 –

Sunday September 15 turned out to be a beautiful day of 27 degrees with moderate northerlies and a strong wind warning. Because of the forecast some of us decided to go beach fishing. We started out at the Woolamai back beach (Cleeland Bight) with four seniors and three juniors. We were just about having our own competition, the only problem was, we could hardly get a bite.⁹⁹

The group then moved across to the surf beach but their luck did not change. It was not long before the junior members decided that there would be no further improvement in their circumstances, and having waded into the water to check things out they were soon swimming. Those intrepid souls who decided to brave the weather and fish on the water were blessed with better luck, although sometimes they got more than they expected.

Rowan Draper, meanwhile, nearly caught more than he bargained for when a 13-foot bronze whaler followed his catch to the surface and side-swiped grandpa Neil Lacco's boat, *Pauline*. Excitement a-plenty!¹⁰⁰

Some members did not venture out further than the pier, yet came back winners. New member Norm Davis showed what could be achieved from the pier when he won the third Winter fishing competition in the Spring of 2003. But the largest denizens of the sea that were sighted, but of course not caught, were whales. Committee member Jim McWilliam, who also wrote the angling report for the *Quarterly*, and his wife Kate took an impromptu walk to The Pinnacles and reported seeing two whales moving toward Cape Woolamai only 200 metres from the base of the cliffs. On 12 June 2005, Bob Garforth motor-sailing *Scamper* and Geoff Graham on *Iluka* were lucky enough to come within 100 metres of two whales off Grossard Point near Trenavin Park. Looking past the Nobbies, Bob Garforth was certain that he was seeing yachts but then they performed an unusual manoeuvre. 'I scanned the horizon towards Bass Strait, beginning to question my grasp on reality, when two vast shapes launched themselves vertically out of the water, crossing over in mid-air, perfectly choreographed. The "masts" I had seen were the waterspouts of two whales. They repeatedly breached the surface and slapped their tail flukes on the water, a tail the width of a suburban street thrust out of the water – it was amazing.'¹⁰¹

Such was the interest generated in all things fishy that the committee decided to run a year-round competition in conjunction with the Summer and Winter competitions. The cost of the year-round membership was five dollars and this allowed members to weigh-in fish at any time throughout the

Comment [CL4]: What is the year?

year. Prizes were awarded for the heaviest fish for the year in the categories of Australian salmon, flathead, gummy or school shark, King George whiting, pike or snook, snapper, trevally and heaviest fish overall excluding sharks, wrasse and elephant fish. The rules and conditions were outlined in the angling news of the Spring 2003 *Quarterly* and included sage advice such as 'whenever you catch a whopper, find another member to witness you weighing it in!'¹⁰² The weight was to be entered into the weigh-in book kept in the downstairs area. A prize was to be awarded for the heaviest fish for the year in specific categories. As always, George O'Brien continued to play a pivotal role in the efficient running of the fishing competitions. Twenty-five years previously a stroke had robbed him of his favourite activities of skiing, bushwalking and fishing but not of his desire to participate in club activities and bring enjoyment to others. His self-imposed job of manning the scales during competitions and acting as scrutineer for the weigh-ins was not unappreciated by members and was frequently commented on in the angling news. His work was recognised in 2006 when he won the Allen Lapin trophy that celebrated the club member of the year. George O'Brien continued this important work until his death in 2008.

The squadron was enthusiastic about fishing and members promoted the sport with a particular regard to ensuring that sustainable fishing was the order of the day. Together with Fishcare volunteers Phil, Ken and Craig and David Cass from the Department of Primary Industry (Fishing), the squadron arranged a 'Fish for the Future' Fishcare Clinic on 2 November 2003. This was well attended by young and old who were reminded that

Juveniles (undersize fish) are our fish for the future. We need them maturing and breeding to continuously replenish fish supplies. Then there will be enough for all fisher-people to catch and marine life to feed on in years to come.¹⁰³

The first fish clinic was so popular that a second was planned for Sunday 30 October 2005, once again with the sponsorship of Regal Marina. Terry Sheppard offered his services and, apart from entertaining the participants with his fishing stories, he concentrated on teaching two types of fishing techniques. The first was on how to use a berley cage held in place on a line by a line stopper; the second technique taught was the use of a waggler float. The latter is an excellent technique for catching whiting, bream and mullet. All the junior participants received a complimentary float and a split shot pack.

In the Spring of 2004 the club participated in a community project that consisted of a series of fishing charters for people with special needs. The charters were organised by Western Port Fishcare volunteers, with the support of Peter Oates from the squadron, and Fisheries Officer David Cass. The new floating finger next to the boat ramp was used as the embarkation point. The floating finger allowed access for wheelchairs, which were lifted aboard the fishing charter boat *Kelly Marie*. Many of the participants had never had the opportunity to board a boat and they greatly appreciated this chance. They were given instructions on the tying of knots, and information about the different types of rigs available for fishing, the most appropriate bait to use and the species of fish found in Western Port. Many were successful in catching and landing their first fish.

It is quite amazing, really, if someone is determined to have fun, they usually can. This winter we fished from beaches, from jetties, from boats (weather permitting) and when it all got a bit ugly, we let the kids fish in the marina. An excellent catch of mullet resulted.¹⁰⁴

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- ¹ Excerpts from 'A Boy And His Boat – Argo 2', John Baragwanath, NYS Quarterly, Autumn 2011. The irreverent have nicknamed *Argo II* as 'Lloyd's Shed'.
- ² Future Directions Planning Seminar 28 July 2001, NYS Quarterly, Spring 2001
- ³ Hamish Hughes, Commodore, NYS Quarterly, Spring 2000
- ⁴ Hamish Hughes, Commodore, NYS Quarterly, Spring 2001
- ⁵ Hamish Hughes, Commodore, NYS Quarterly, Spring 2003
- ⁶ Hamish Hughes, Commodore, NYS Quarterly, Summer 2003
- ⁷ NYS Quarterly, Winter 2005
- ⁸ Hamish Hughes, Commodore, NYS Quarterly, Summer 2003
- ⁹ NYS Quarterly, Summer 2002
- ¹⁰ Hamish Hughes, Commodore, NYS Quarterly, Summer 2004
- ¹¹ Noel Street, Commodore, NYS Quarterly, Autumn 2004
- ¹² NYS Quarterly, March 2000
- ¹³ Noel Street, Rear Commodore, NYS Quarterly, Summer 2002
- ¹⁴ Hamish Hughes, Commodore, NYS Quarterly, Winter 2004
- ¹⁵ Noel Street, Commodore, NYS Quarterly, Autumn 2006
- ¹⁶ *ibid*
- ¹⁷ Neil Stewart, Vice Commodore, NYS Quarterly, Autumn 2001
- ¹⁸ Hamish Hughes, Commodore, NYS Quarterly, Summer 2004
- ¹⁹ *ibid*
- ²⁰ NYS Quarterly, Autumn 2005
- ²¹ Hamish Hughes, Commodore, NYS Quarterly, Winter 2000
- ²² Jim McWilliams, Motorboat & Angling, NYS Quarterly, Spring 2004
- ²³ Kevin Chambers, Member NYS, NYS Quarterly, Summer 2002
- ²⁴ NYS Quarterly, Winter 2004
- ²⁵ Peter and Val Salisbury, Editors, NYS Quarterly, Spring 2005
- ²⁶ Tim Patkin, Member NYS, NYS Quarterly, Winter 2002
- ²⁷ Hamish Hughes, Commodore, NYS Quarterly, Summer 2000
- ²⁸ NYS Quarterly, Summer 2000
- ²⁹ Peter Buitenhuis, Social Secretary, NYS Quarterly, Winter 2005
- ³⁰ Peter Buitenhuis, Social Secretary, NYS Quarterly, Summer 2005
- ³¹ Peter Buitenhuis, Social Secretary, NYS Quarterly, Winter 2001
- ³² Hamish Hughes, Commodore, NYS Quarterly, Winter 2004
- ³³ Peter Buitenhuis, Social Secretary, NYS Quarterly, Autumn 2005
- ³⁴ Peter Buitenhuis, Social Secretary, NYS Quarterly, Autumn 2001
- ³⁵ Peter Buitenhuis, Social Secretary, NYS Quarterly, Summer 2004
- ³⁶ Sandy Shively, Member NYS, NYS Quarterly, Winter 2004
- ³⁷ *ibid*
- ³⁸ Peter Buitenhuis, Social Secretary, NYS Quarterly, Winter 2002
- ³⁹ Peter Buitenhuis, Social Secretary, NYS Quarterly, Winter 2004
- ⁴⁰ Alen Garrett, Rear Commodore, NYS Quarterly, Winter 2005
- ⁴¹ Ron van Rennes, Social Secretary, NYS Quarterly, Spring 2000
- ⁴² PS (pumpkin soup) Penslinger, Member NYS, NYS Quarterly, Spring 2003
- ⁴³ Peter Buitenhuis, Social Secretary, NYS Quarterly, Spring 2005
- ⁴⁴ Neil Stewart, Vice Commodore, NYS Quarterly, Summer 2002
- ⁴⁵ Neil Stewart, Vice Commodore, NYS Quarterly, Summer 2003
- ⁴⁶ *ibid*
- ⁴⁷ Neil Stewart, Vice Commodore, NYS Quarterly, Summer 2002
- ⁴⁸ *ibid*
- ⁴⁹ Neil Stewart, Vice Commodore, NYS Quarterly, Summer 2003
- ⁵⁰ Neil Stewart, Vice Commodore, NYS Quarterly, Summer 2002
- ⁵¹ NYS Quarterly, Spring 2003
- ⁵² Peter Buitenhuis, Social Secretary, NYS Quarterly, Summer 2002
- ⁵³ Hamish Hughes, Commodore, NYS Quarterly, Summer 2004
- ⁵⁴ Hamish Hughes, Commodore, NYS Quarterly, Winter 2004
- ⁵⁵ Tim Patkin, Treasurer, NYS Quarterly, Summer 2000
- ⁵⁶ *ibid*
- ⁵⁷ NYS Quarterly, Spring 2002
- ⁵⁸ Peter Watson, Member NYS, NYS Quarterly, Winter 2002
- ⁵⁹ Peter Watson, Member NYS, NYS Quarterly, Spring 2002

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- ⁶⁰ Peter Watson, Member NYS, NYS Quarterly Winter 2002
- ⁶¹ Ibid
- ⁶² Cheryle Mathew, Member NYS, NYS Quarterly, Summer 2004
- ⁶³ Ibid
- ⁶⁴ Malcolm MacArthur, Member NYS, NYS Quarterly, Summer 2002
- ⁶⁵ Peter Salisbury, Editor, NYS Quarterly, Spring 2005
- ⁶⁶ Noel Street, Rear Commodore, NYS Quarterly, Winter 2001
- ⁶⁷ Valda Cole, Western Port Chronology 1798-1839
- ⁶⁸ Hamish Hughes, Commodore, NYS Quarterly, Winter 2000
- ⁶⁹ Noel Street, Rear Commodore, NYS Quarterly, Autumn 2001
- ⁷⁰ NYS Quarterly, Winter 2004
- ⁷¹ Andrew Lawson, Boating Secretary, NYS Quarterly, Autumn 2005
- ⁷² Malcolm MacArthur, Member NYS, NYS Quarterly, Summer 2003
- ⁷³ Malcolm MacArthur, Member NYS, NYS Quarterly, Summer 2003
- ⁷⁴ Teddy Tompkins, Safety Officer; Jeff Shawcroft, Training Officer, NYS Quarterly, Summer 2003
- ⁷⁵ Peter Watson, Member NYS, NYS Quarterly, Winter 2004
- ⁷⁶ Noel Street, Rear Commodore, NYS Quarterly, Winter 2004
- ⁷⁷ Ibid
- ⁷⁸ Ray Frith, Safety Supervisor; Jeff Shawcroft, Training Officer, NYS Quarterly, Summer 2000
- ⁷⁹ Teddy Tompkins, Safety Supervisor; Jeff Shawcroft, Training Officer, NYS Quarterly, Winter 2005
- ⁸⁰ NYS Quarterly, Spring 2005
- ⁸¹ Teddy Tompkins, Safety Supervisor, NYS Quarterly, Summer 2004
- ⁸² Jeff Shawcroft, Training Officer, NYS Quarterly, Summer 2001
- ⁸³ Hamish Hughes, Commodore, NYS Quarterly, Autumn 2001
- ⁸⁴ NYS Quarterly, Autumn 2001
- ⁸⁵ Noel Street, Rear Commodore, NYS Quarterly, Autumn 2002
- ⁸⁶ Neil Lacco interview with Wanda Stelmach, September 2011
- ⁸⁷ Alen Garrett, Rear Commodore, NYS Quarterly, Summer 2005
- ⁸⁸ NYS Quarterly, Summer 2005
- ⁸⁹ Alen Garrett, Rear Commodore, NYS Quarterly, Summer 2005
- ⁹⁰ NYS Quarterly, March 2000
- ⁹¹ Brian Lee, Convenor, NYS Quarterly, Winter 2000
- ⁹² NYS Quarterly, Winter 2000
- ⁹³ Ron van Rennes, Motorboat & Angling, NYS Quarterly, Autumn 2001
- ⁹⁴ Jim McWilliam, Motorboat & Angling, NYS Quarterly, Winter 2004
- ⁹⁵ Ron van Rennes, Motorboat & Angling, NYS Quarterly, Autumn 2001
- ⁹⁶ Ron van Rennes, Motorboat & Angling, NYS Quarterly, Autumn 2002
- ⁹⁷ Ibid
- ⁹⁸ NYS Quarterly, Spring 2004
- ⁹⁹ Ron van Rennes, Motorboat & Angling, NYS Quarterly, Summer 2002
- ¹⁰⁰ Jim McWilliams, Motorboat & Angling, NYS Quarterly, Winter 2004
- ¹⁰¹ Bob Garforth and Geoff Graham, Members NYS, NYS Quarterly Spring 2005
- ¹⁰² NYS Quarterly, Autumn 2004
- ¹⁰³ Elaine Brown, Member NYS, NYS Quarterly, Summer 2003
- ¹⁰⁴ Jim McWilliam, Motorboat & Angling, NYS Quarterly, Summer 2004