

Mud Flats and Flowing Tides

The History of the Newhaven Yacht Squadron

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Chapter 8

2011 and Beyond

Laafin – Community

'Newhaven Yacht Squadron yacht '*LAAFIN*' a 30' Currawong, the only yacht from Phillip Island in the Variety Splash, again raised over \$10,000.00 for the Variety Children's Charity. This was Team *LAAFIN*'s third participation in the Variety Splash in three years (2008, 2009, 2010). Skipped by owner Kon Cili (sponsor) and regular crew Kevin Holt (sponsor) & Simon Pollard (sponsor) we have donated over \$28,000 to charity.' And this was a Phillip Island effort as many of the sponsors and supporters are locals.

Kon Cili had been looking for a boat for a while but he finally made the decision to go from motorboats to yachts in 1998. 'I bought it in Southport Queensland and I nearly walked away from it because it was so grotty – I started to walk away and my friend said "Don't worry, it only needs a cleaning." Presentation was zero but it was built professionally – it had a plaque on it saying who built it, who designed it - so I decided to buy it.' *Laafin* was already named by her previous owner. 'We think it comes from French. It's like being jolly. And I'm superstitious about changing the name' so the name has stayed.

The designer in question was Peter Joubert an academic and authority on fluid dynamics and also an amateur boat designer. 'There were quite a few boats that he designed that all had names of Australian native animals and birds.' He is best known for designing and sailing a Currawong 31, *Zeus II*, in the 1981 Sydney to Hobart of which he was overall winner. I sailed it back from Southport to Melbourne which was eventful – we had some good weather, we had some bad weather. I have been in both types with it and I could control it and it was safe.'

Laafin's stability in all sea conditions has endeared her to her skipper. She has sailed well in Westernport races and has proved her open sea mettle in the Variety Splash races. Kon Cili's involvement in Variety Splash was accidental. He met Kevin Holt through the club and Kevin crewed for him for nine years. It was through Holt's working connections that Cili was introduced to Variety Bash, a land-based charity race for cars. 'Variety Splash is the water borne equivalent of Variety Bash.' Variety Splash is a three-day event on a triangular course between Docklands, Sandringham and Geelong, then back to Docklands. *Laafin* has always been the smallest competitor with the smallest number of crew and has travelled the furthest distance – from Newhaven through the treacherous waters of Bass Strait and the unpredictable Port Phillip Heads and Port Phillip Bay – before arriving at the start of the race.

'Going through the Heads can be very eventful. This time around mother nature gave us a 30 plus knot northerly wind'. In other years 'with calm seas and a light S/W wind sailing through the Heads was a non-event (piece of cake).' Port Phillip Bay and Bass Strait could be equally brutal or placid so the crew could 'wake to a "Shocker" wind, rain and cold' and take 'off into this monster sea and the waves standing up like brick walls' or they could 'depart with a cheerful crew and promising signs of good weather, sunshine and a following wind.' Even arriving at Newhaven could be a difficult task.

'With a big wind coming under the San Remo Bridge we had a difficult entry into Newhaven marina but we made it safely.' And, as always, at the end of each race Kon walked home no doubt planning next year's campaign.¹

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Community

'Many people fail in life, not for lack of ability or brains or even courage,
but simply because they have never organised their energies
around a goal.'²

'In June 2011 Commodore Noel Street put forward the idea of taking a longer term look at where we wanted our Club to be in the future.'³ On Saturday 20 July 2011 a group of over twenty members met. Many ideas resulted from this meeting which the organising committee considered. This led to a second meeting on 9 July 2011 which distilled the areas of development into two five year plans, one for the marina and the other for the clubhouse. All members who had attended the initial meetings were then asked to volunteer their services to one of the two planning committees. On Sunday 24 July 2011, Vice-Commodore Kevin Holt, who had charge of both projects, chaired the Marina Planning Committee in the morning and the Building Planning Committee in the afternoon. Membership of both committees had been finalised with K Holt (chair), N Street, D Blakemore, T Tomkins, G Reek, R Frith D Booth and P Street making up the Marina Planning Committee; K Holt (chair), P Draper, J McWilliam, N Street, J Wilson R Cherry, S Pollard, D Booth and P Street making up the Building Planning Committee. The suggestions from these two meetings were tabled at the executive committee meeting on 14 August 2011 and 'from this point the wheels started turning.'⁴

As the marina was new, the Marina Planning Committee only considered procedure and policy changes were required. Berth sizes in the Stage 1 to 4 sections were reviewed as members were buying larger powerboats and yachts with greater beams, however, some of the berthing issues reflected the age old problem of the local conditions that sailors had experienced since the first days of settlement in the area. 'I suspect that people are not setting up their mooring lines to allow for all wind directions and tidal movements effecting their boats'⁵ Members were reminded that no part of a boat should protrude over the walkway as several members had experienced 'just how painful it is and the wonderful colours that come out of the resulting bruise'⁶ when they walked into these protruding boat parts. A twelve month trial using Berth No. 9 as a parking bay for boats using the club boat ramp was undertaken in an attempt to ease the congestion on the squadron ramp at peak times of use however this was not successful. Suggestions were also investigated to change the point of entry into the marina so as to bypass the busy public boat ramp outside the existing marina entrance, as well as, to develop re-fuelling facilities. Unfortunately, these proved to be impractical.

The Marina Planning Committee then turned its attention to the maintenance yard which had not had many major improvements for many years. The maintenance yard manager's work area and office were expanded by moving them to the dinghy and tractor storage shed on the eastern side of

the yard and enclosing it with roller doors from the front ensuring both security and protection from inclement weather. The manager's 'old small one was then pulled down (or almost fell down of its own accord) at a subsequent working bee.'⁷ A protected parking bay for the yard's tractor was also incorporated into this area. Simon Pollard and Neil Stewart organised and managed this job and the subsequent job of erecting a new small shed, with the aid of the working bee colleagues, in the same area to house dinghies and sailing gear. The second major project this group undertook was the replacement of all four cradles.

In recent weeks we have seen the commissioning of our wonderful new yacht retrieval and launch cradle for the maintenance yard. A great piece of design work by George Reek and an asset to the club...This cradle is designed to cope with the largest yacht we are likely to see in our marina. It was tested at close to it's [sic] upper limits on its maiden voyage with Derek & Mim Kershaw's 36foot Catalina being the first boat to be taken out. It has the ability to be adjusted to fit smaller boats as required and has greatly increased the capacity of the work yard to help ease congestion in this busy work area of the marina.⁸

Member Neil Stewart helped to build two further cradles to deal with powerboat maintenance, and replaced the two cradles that had reached the end of their working lives. Then, just as George Reek was finalising the plans and sending them off to the steel works for costing, two members came up with an alternative design. This new cradle design had parallel arms rendering it simpler to use, more stable and easier to access from boats being retrieved than the pivot guided arms of the original plan.

An expert (some might disagree and say motley) crew of NYS members recently visited Allnuts boatyard at Mordialloc to view an alternative boat trailer design...The group consisted of George Reek – the chief designer, Glen Botterill – the guy who operates the trailers, Graham Briggs – the talent spotter who first came across the new design when buying his latest boat and Neil Stewart – the one who was foolhardy enough to suggest that a change to the drawings already prepared by George should perhaps be considered.⁹

The consensus of the group was that this was a better design. Subsequent sub-committee meetings agreed. One of these would be suitable for smaller boats and could be used on the squadron's ramp, while the larger trailer could be used on the public ramp to accommodate larger powerboats. The designs were sent to Island Steel for costing and the project came well under the budget figure of \$60,000, costing the squadron \$30,000. Part of the savings was due to the recycling work of Glen Botterill who cleaned up the old wheels and axles before they were sent to Island Steel.

'George has graciously taken the change on board and has already prepared new major drawings for the smaller trailer. It is perhaps unrelated, but George and Thelma are currently taking a five week (de-stressing ???) break in South America and will no doubt return greatly refreshed to complete this substantial task.'¹⁰ For his work on the original cradle, George Reek was awarded the Allen Lapin Club Person of the Year Award in 2011. The committee showed great insight in giving this award to George Reek given the subsequent major work, and then re-work, he had to undertake in 2012 to provide the squadron with two further cradles. In recognition of that work, Commodore Noel Street presented George Reek with a life membership at the 2012 Annual General Meeting.

Routine maintenance of minor wear and tear jobs, such as painting the weathering bollards and replacing lights, continued. Accidents led to a much more exciting turn of events as when 'an argument between a fire hose reel and the anchor on a large cruiser's bow roller occurred. The

anchor won!!! There was much excitement as a flurry of activity took place trying to turn off the water supply to stop the wonderful fountain that came spraying out of the broken pipe.’ Commodore Noel Street was the man of the moment when he turned the mains off.¹¹ When the club boat’s windscreen needed replacing, this required a team effort. Glen Botterill drew up the template for the custom-made 10 mm toughened glass panels to replace the original Perspex one-piece windscreen. Then, after much discussion with the organisers of the sailing calendar, a window of opportunity was found to finish the job following the final dinghy event of the season. On a clear sunny afternoon Noel Street, Simon Pollard and Kevin Holt started the work ‘and after a few hours of discussing, head scratching, lifting, adjusting, more head scratching and then getting gooey black sealant up to the elbows (that was my job) we now have a windscreen that can actually be seen through.’¹²

Of course, squadron members took an active interest in maintaining their own boats, either while moored in the marina or while on a cradle in the maintenance yard. Needless to say these activities were often performed in a more casual manner than occupational health and safety rules suggested and this gave committee members lots to complain about as they sought to change lax practices.

...we have some extremely dangerous practices going on in the Marina...little or no thought is being paid to safety aspects of extension leads...I have been shown cases of leads hanging in the water, leads across walkways creating tripping hazards and even a case of a domestic multi plug power board being used, fully exposed to the elements, to piggy back several boat leads to the one outlet.¹³

The marina sub-committee updated the by-laws. They made it mandatory that all electrical equipment be ‘tagged and tested’ and approved by Simon Pollard, Rob Harvey and Andrew Purnell who were qualified in this process. They also recognised that the older south section of the marina was sadly lacking in power points and approved the budget for an upgrade. Simon Pollard sourced materials and the number of power outlets available on the south section of the marina was doubled.

Environmental issues continued to exercise the minds of the marina sub-committee. Members were encouraged to consider how their boating practices had an effect on their environment. Even something as simple as an old berth fender could have a great impact on the marina environment. The old fenders were stuffed with thousands of pieces of old foam, rubber and polystyrene which, when they disintegrated, spilled out into the waters endangering marine life. The marina was now attracting fish as well as other forms of wildlife.

On several occasions we have seen a small seal sun baking on the concrete slab at the end of the north arm and more recently a large Ray scanning over the edge of the beach area. Its (sic) great to see wildlife populating our marina and I suspect it is also a sign of a healthy habitat returning to a level that will support and protect them.¹⁴

There were also newly discovered marine habitats at the marina’s doorstep. Long-time member and marine biologist Adele Harvey discovered this when fishing in Dickies Bight. She unexpectedly pulled up an unusually hard red ball on the end of her line and, instead of the usual toady, she identified a rhodolith – red seaweed made of bony-hard calcium carbonate. It did not take her long to don a wet suit and mask and jump into the water to officially find the first rhodolith bed in Victoria. They are ‘approximately 1 square kilometre and are to 60 cm deep in rhodoliths... drifts of coral-like pink balls, ranging in size from a golf ball to large cricket balls.’¹⁵ Multiple beds have now been identified in Western Port. They allow for biodiversity and ‘are crammed with worms and crabs, forming a whole

habitat that fish hide in and maybe feed off', including the whiting and flathead of Western Port. 'In fact the reason I found the bed in the first place was because we were fishing for whiting in Dickie's Bight'.¹⁶

However, it was the clubhouse that had been identified as the area requiring the greatest of the squadron's effort and funding. Cosmetic work had been carried out over the previous fifty years and the building was beginning to show its age. The Building Committee, represented by member Simon Pollard, approached local designer and architect Russell Good of Off Shore Design San Remo with the committee's wish list. A land survey was organised by Neil Stewart and completed by Beveridge & Williams of Wonthaggi. Numerous meetings ensued between Russell Good and the committee to refine the needs for the clubhouse and posters of the plans displayed around the clubhouse for comment assisted the committee in their deliberations. The modifications included extension of the existing north verandah and fitting windows on the north facing side. The windows on the upper deck were to be replaced by bi-fold doors extending the use of the upper deck area. The plans also included enlarging the radio room to provide more workspace for the race controllers and for those managing emergencies. The upper and lower levels were to be linked by internal stairs. Improved access from the front of the clubhouse into the clubrooms and onto the clubhouse grounds was also on the agenda. The roof and the exterior walls were to be replaced. The front of the building was to be landscaped, the retaining walls were to be replaced, and the land gradients were to be reworked to make access easier for all. Club member Rob Harvey became involved in this project and drew up the plans for the exterior landscaping. Estimates of cost were worked on and a budget figure of \$330,000 was determined.

At the well-attended Annual General Meeting on 13 October 2012, Kevin Holt's presentation made clear the extensive work that had gone into preparing the plans in order to modernise the clubhouse. The plans and the budget were accepted without objection by all members attending the AGM.

These plans now need to go through a rather lengthy approval process. This process, although at times may seem to be full of red tape, is there to safe guard the very fabric that makes up the wonderful coastal environment that draws us to places like Newhaven and Phillip Island.¹⁷

Members were asked to be patient with the system, as 'This process was started by Russell on our behalf a few weeks back and although initial DSE approval has been granted we now find that there are in fact 2 more levels of approval required within DSE which are Coastal Planning and Native Title.'¹⁸ The squadron waited for the approvals to come through, wondering what other trials would be thrown their way before this development went ahead.

In the meantime, routine projects continued both inside and outside the clubhouse. The handrails on each side of the front entry had deteriorated and member Geoff Graham did a splendid job replacing them. Jack Dunn sourced local businesses for the components to a new lighting system in the upstairs dining area. He set up a section of the room with various fittings so that members could test what effects would be achieved and completed this task just before the 2011 annual dinner with 'Rob Wilson in the final stages getting hold of the last of the clip-in light fittings to finish off the job just before the dinner.'¹⁹ Pat Street and Jan Wilson volunteered to visit carpet stores to select one of appropriate style and colour to replace the carpet damaged by storm water in the lower meeting room and hallway. Kelvin Gwynne donated a door with a mail slot and Graham Briggs installed it at

the outer end of the hallway to the committee meeting room, allowing the development of secure storage cupboards in the hallway for committee notes. Even the storage cupboard at the back corner of the downstairs area received a well-deserved clean out and tidy up by an industrious member. Little tasks, such as fixing the access door from the dining room to the kitchen area and painting it, were completed by the voluntary work of members – in this case Jan and Rob Wilson. In the meantime, Simon Pollard sourced and fitted the kitchen fan while Jack Dunn removed the old heater and installed a power point. ‘Once again the depths of our talented club membership are being used here with Will Kennedy of KB Carpets of Leongatha giving us a great deal on new commercial grade vinyl flooring.’²⁰ For larger jobs, or where members did not have the required specialist experience, the squadron outsourced jobs to contractors. Local roofing expert Clem Fries assessed the clubhouse roof and Frank De Rubeis, son of Alf De Rubeis of San Remo Plastering, completed the new plasterwork required for the kitchen. However, even when outsourcing work, volunteers were still required to assist in its completion.

I owe thanks also to the able-bodied crew who assisted in the removal of all the crockery, cutlery etc. from the kitchen on the Saturday of the Easter Weekend...as usual the NYS spirit kicked in and it was all hands on deck to get the job done.²¹

On 10 December 2012 the committee received the news that both DSE and Native Title approvals were confirmed. Russell Good then lodged the planning applications with the Bass Coast Shire. ‘After 8 long months of waiting, numerous calls and a letter to the council, we finally received our Planning Permit from Bass Coast Shire on 28 August 2013.’²² During the wait for the permit, the building plans had been finetuned therefore the committee immediately sent letters to four local building companies offering them the opportunity to submit their tender for the clubhouse renovations in sealed envelopes to the club secretary, Pat Street. At the committee meeting held on Saturday 5 October 2013 the envelopes were tabled and opened. Builder, Geoff Daff, won the contract with his quotation which was within the original budget set by the committee twelve months previously.

The first stages of construction started with the laying out of the foundations on 20 November 2013. The committee had put a lot of thought as to the timing of the project as it would disrupt the life of the squadron. ‘To put it off until the cooler months and not interrupt the busy summer boating season would have been nice but the thought of trying to complete the project through a cold, wet winter held little appeal. We just had to get on with it.’²³

Aside from extending the footprint of the upper level to include the external verandahs and an area beyond, internal changes were extensive as well. Naturally, a list of variations to the original plan started to build. A new servery was added and the interior pine lining from the west and east walls was removed and replaced with plaster. The front entry received the same treatment. Light switches were re-sited to create a clean look. A floating timber floor was created in the dining room extension. Thermal insulation was added to the exterior wall of the kitchen. Asbestos was found inside an internal wall and in the lower storage room ceiling which required careful removal. The planned internal staircase was assessed with safety in mind and these considerations resulted in an extra landing and a change in the direction of the stairs. New skylights were added to the upper toilets and passageway all of which created a lighter environment. Technological improvements were also factored in when the data and phone cables were re-routed between the radio room and the committee room.

In December 2013 the search for a landscaping contractor commenced. To complete the project pathways, retaining walls, drainage and garden beds needed to be developed. Geoff Duff, the building contractor, and Commodore Peter Buitenhuis, both being locals assisted in finding local landscape companies. Three were short-listed and Simon Pollard, Bob Sterling and Kevin Holt arranged on-site meetings and inspections so that the prospective landscapers could develop their proposals. 'Two extremely good proposals came from this exercise with the final decision being based on one of "time". Matt Crooks from "Island Landscaping" was on the money and could start almost straight away.'²⁴ His quotation was accepted by the committee. Arrangements were made with Geoff Duff to finish work on the front of the clubhouse so that landscaping could start after the ANZAC Day long weekend.

'The pressure was on to gain access to the building for the Newhaven Yacht Squadron Awards Night on 7 June.'²⁵ A working bee was planned for Sunday 1 June to do the final clean-up and to re-instate the Honours Boards and memorabilia. The official opening of the new building development was planned for October 2014 to coincide with the Annual General Meeting. In terms of the club's history, this project equalled in size the original building of the clubhouse in 1962, the building of the marina in 1963 and the expansion of the marina in 2006. 'These projects are not the work of one person but a collaboration of many and the result of this team effort has left the legacy for the next generations of members young and old.'²⁶

COMMITTEES

Events around the Squadron don't "just happen". Much planning and work go on behind the scene and months of toil culminate in an event that lasts a few hours but is remembered for a long time. I give my heartfelt thanks to our members who volunteer their time and effort to making this a great club.²⁷

Instructive courses continued to be popular, whether conducted by members or by invited guests. Neil Lacco and his grandson Matt ran several courses on rope splicing and marine knots 'well attended in the lower club room and it was great to see everyone perfecting their eye splices and bowlines, especially the two little girls who took part.'²⁸ Members were also directed to a 'great web site called "Animated Knots by Grog". (Just love their title). You can find this at <www.animatedknots.com>'²⁹ Member Mark Johnson continued to run his digital camera course. He also pointed out the pitfalls of mobile phone cameras. He provided 'some very valuable instruction about the use of personal phones such as iphones & ipads to access navigational information.'³⁰ Harry Williams ran the VHF marine radio operators course on 5 June 2011 which 'was a long and somewhat taxing day but all said how worthwhile it had been and how clearly Harry had presented the, at times, complex procedures.'³¹ Members paid \$225 to cover the course, lunch, two refreshment breaks, a hard copy of the operator's manual. The day culminated in an examination for the operator's licence held on the upper deck. Those examination papers were sent to the Marine College Tasmania for grading and 'all participants passed with over 90%!'³² Bill Molinas of NAVICO, makers of Lowrance and Simrad Fishfinders/GPS, gave a Sunday morning presentation and demonstration of the various GPS and fish finders available. He covered 'such basics as "reading the bottom", interpreting images and what to look for when finding fish...and showed us the new "Structure Scan" (side scanning) systems.'³³ Although no notable success story appeared in the *Quarterly* as a result of this course, it was certainly a popular one with the fishing fraternity.

The squadron's staple courses continued. The dinghy sailing course, run over two days, was intentionally limited to twelve beginners, whether they were children or adults. In the past, this course helped a young Natasha Van Rennes gain her sea legs. From there she was unstoppable, ultimately participating in the Laser Radial Youth World Championships in Manly, Queensland in July 2012 and finishing a creditable twelfth. 'Two days later, the Australian Winter Championships were held, with over 240 sailors competing. The wind conditions were much stronger for this regatta, reaching 25 knots at times. Tash competed in the laser 4.7 division, with 50 entrants, placing 4th overall and 1st girl.'³⁴ Not all participants could expect to reach such dizzy heights, but they would certainly be better sailors after attending the course.

To gain competency in any area of seamanship a fair degree of knowledge is required. The acquisition of this knowledge may be gained from reading books, in a classroom or even passed on by wise old sailors but believe me, after spending much of my working life at sea, the worst possible time to be trying to gain these skills is when the wind is blowing 60 knots, the seas are crashing over the bow and visibility is down to 50 metres. Under these conditions the application of knowledge has to be automatic because your life and the lives of those aboard your vessel depend upon it.³⁵

This was also the premise behind the Yachting Victoria national powerboat handling certificate course which was run by Peter Donaldson over two days in September 2012. Again, numbers were limited to give members personalised teaching. Theory was covered on the first day in the main office – ideal because of the privacy and isolation and away from members who were casually using other rooms. The second day was devoted to practical on-the-water training in the squadron's club boat *ND11*. Each participant was given a chance to manoeuvre and berth the *Arvor* and also take it out into the channel after a very practical and comprehensive pre-operation check of the boat. The second day concluded with all participants sitting an examination paper that was then forwarded to Yachting Victoria for marking.

As newcomers to sailing, we are very conscious of our limitations and in consequence, safety. We therefore signed up for the...Man Overboard Course...This was an excellent day program, with some hands on experience that really brought home some of the difficulties in coping with a man overboard situation. Though we would prefer never to have to use this knowledge, it is useful to have it – but ongoing practice is necessary to retain it.³⁶

The man overboard and flares course was held on the afternoon of Sunday 22 July 2012. Harry Williams covered theory with the aid of videos and demonstrated the emergency equipment. Theory was then put into practice with the boat ramp pontoon acting as a boat and wet-suited Rowan Draper (the man over board) braving the freezing winter waters of the marina. Harry Williams had explained earlier how rapidly hypothermia sets in when the water temperature is not much above eighteen degrees but 'to actually see the change in Rowan (the colour of his skin and him becoming shivery) so quickly really sent the message home.'³⁷ Participants found it impossible to lift Rowan Draper out of the water when he played at being a dead weight, further highlighting the problem. After a short break, participants had fun during the flares demonstration where they set off the smoke, or daylight orange, flares and the more intense burning, red night time, or bad-light, flares.

But accidents did occur and members were prepared. Mark Burke came across a capsized yacht in calm conditions in Cleeland Bight on 26 February 2011. He contacted the radio room requesting

assistance. Noel Street, Graham Biggs and Pauline Draper set off in *ND11*, the club rescue boat, and with the assistance of Mark Burke were able to right the yacht. It had capsized because the anchor rope, which had a large bubble attached to it, had wrapped around the propeller resulting in the boat turning turtle.

The one thing that Arthur and Kon kept repeating was that it happened so fast. They had no time to get their lifejackets. They were also unable to call for help as the radio was under water and they had drowned both of their mobile phones. They were in the water about 15 minutes when Mark noticed them and went to help.³⁸

THE NEWSLETTER

Changes were also afoot with the *Quarterly* magazine. The first full colour edition to be published was Spring/Summer 2011/2012. Publication of the magazine went from quarterly to bi-annual but 'we have decided to retain the name of our magazine because it maintains the continuity of the known icon.'³⁹ As was the trend in many clubs, members turned to the world-wide web for accurate and up-to-date information. The squadron's website <www.nys.org.au> now carried the latest news, notices of races and meetings and directions to other useful sources of information.

While at Bermagui recently I paid a visit to the Volunteer Rescue NSW Station...I was given a copy of the weather bulletin they use... <www.willyweather.com.au> will give you the home page from which you can easily navigate to any locale in Australia...A 'Real Time' panel shows current Temperature, Humidity,...Bar Pressure & movement, Wind speed & Direction, Wind gusts and Rainfall over the past hour. There are also three animated panels for Radar, Satellite and Synoptic Maps. This site is now my favourite.⁴⁰

Rear Commodore Pauline Draper developed a new database of member information, which included email addresses, as this was found to be the most efficient way of communicating with the membership.

In spite of all these electronic advances, members still enjoyed their fix of squadron stories in hard copy and the *Quarterly* continued to grow in strength under the care of editor Mark Johnson. On his retirement in 2011, he was congratulated for 'doing a sterling job as editor for many years...and made the transition to a colour format in the last issue'.⁴¹ The first task for the new editor Rob Wilson, along with the magazine committee of Kevin Holt, Pat and Noel Street and Pauline Draper, was to produce the golden jubilee edition of the *Quarterly*. Volunteers such as Margaret Jemmeson, who proofread every issue, and others involved in providing stories for publication or packing the magazine for posting, were central to its success.

Peter Watson wrote, 'I was called earlier in the year to help deliver a Hanse 400 to Airlie Beach from Melbourne where she had been entered in the August regatta, run by Whitsunday Sailing Club. The owner of Courain is Howard Dare...we have known each other since 1967 thus don't have much to hide.'⁴² He wrote about his friendship with his old mate, the joys of a well-provisioned yacht, which included electric winches above decks and comfortable bunks, fridge, freezer and even a heater below decks, and 'a good cruise, good company and heaps of fun' along the east coast of Australia. Other stories revealed that one did not require big money to own a big boat.

A good friend of mine is a member of a long standing syndicate that currently owns its fourth yacht "Viking" which is based at the Cruising Yacht Club of Australia at Rushcutter's Bay in Sydney. "Viking" is a 38' "X-Yacht" designed and built in Denmark in 2002. The philosophy behind the design was to produce a craft that would be both a competitive racer but below decks also appeal to those with cruising in mind.⁴³

And cruising is what Matt Ingham had in mind when he joined the crew in Gladstone for a sail to Airlie Beach. This trip gave him the chance to experience a part of Australia he had not previously seen in a well-prepared boat with very experienced crew. One of them was Brett Hart, also a part owner of the boat, who had sailed in thirteen Sydney to Hobart races, an Admiral's Cup and in America's Cup challenger *Steak and Kidney*. Matt Ingham was not disappointed with his experience, writing in the *Quarterly* 'I learned a great deal...especially in terms of preparation, planning, navigation and safety. The demands on the navigator in getting the boat through the narrow, shallow waterways...were considerable.'⁴⁴ Jan and Rob Wilson shared their experience of their Antarctica cruise in January 2011 on board *Polar Pioneer*, a research vessel refitted to a comfortable, although not large, passenger vessel as Jan Wilson noted in her story. 'We were nearly at the end of the pier...There was a small break between two cruise ships and there was this little ship...I looked at Rob and said "Oh dear!! She is not very big". In fact she is only 70 metres long x 21 metres wide and weighs a piddly 2000 tonnes. Her cruising speed is 12 knots'⁴⁵ However, once Antarctica was reached they enjoyed the benefits of sharing a ship with only fifty-four other passengers, which meant that the itinerary was more flexible and the smaller vessel was able to go in and out of little harbours. 'On one occasion I saw a large passenger liner sail past with her upper decks shrouded in fog and mist whilst we were ashore amongst the penguins and seals exploring the ruins of an old whaling station destroyed by a volcano in 1969...biggest is not always best.'⁴⁶ If squadron members ever felt that the safety briefings prior to squadron races were onerous, Jan Wilson's story should have dissuaded them of that perception.

Feeling like a Michelin man and having 5 layers of clothing on and a life jacket we attended the briefing and then 32 of us crammed into a "pod" to get a feel of what it was like in there. Very cosy to put it politely. By now I had renewed my relationship with God and was talking to him constantly.⁴⁷

In spite of this early experience, Jan Wilson fell in love with this frozen part of the world. 'The first time you come to Antarctica, it's for the experience. The second time, it's for the money. And the third time, it's because you don't belong anywhere else. Will I be returning.....absolutely.'⁴⁸

'The Australia Day Cruise is a good time to re acquaint with friends you see periodically at functions and Saturday evening Happy Hours. It is also a chance to meet new people, some of whose boats are familiar but not their owner's names.'⁴⁹ Recent retirees and newish sailors, Mim and Derek Kershaw on *Caspian*, were looking forward to the five-day 'weekend' cruise learning to sail Westernport waters. And they weren't disappointed. The other boats, led by Ian and Margaret Jemmeson on *Joalda*, were Peter and Maryanne Watson in *Ankira*, Ray and Bernie Hemming in *Solitaire*, Chris Wilson and family in *Déjà Vu*, David and Jill Mirtschin in *Tulani*, Alan and Denise Grant in *Synergy*, Sue and Andrew Purnell in *Coeyanna* and Florian and Yvonne Andighetto in *Tondeleo*.

Wind direction and tide, obviously, (well I know now), determine where you sail and anchor. There appears to be suitable anchorages for every scenario. The

trick is to know them and in our case, write them down before we forget. These cruises provide a wealth of knowledge of Western Port Bay for new members.⁵⁰

Other than local knowledge, an important accessory to carry on the yacht was always the dinghy which could be used for exploring the local coast line but 'more importantly, they were the means of transport to the nominated boat for the Happy Hour gathering...We hosted 14 on Caspian one night and were amazed at the topics covered and the solutions offered.'⁵¹ The Kershaws tried out their dinghy for the first time when they visited *Joalda*. 'It was a chance to practice inflating, winching overboard, retrieving and deflating. Not sure why it was my job to do this though.'⁵² Needless to say, the trip was enjoyed and highly recommended by all who took part.

The following year, Alen Garret organised and led nine yachts on the four-day cruise. A cruise is defined as 'A water-bourne pleasure journey embarked on by one or more people. A cruise may be considered successful if the same number of individuals who set out on it arrive, in roughly the same condition they set out, at some piece of habitable land, with or without the boat.'⁵³ As all members of the group and all boats returned, this cruise was no doubt considered a resounding success, although not without some interesting incidents, especially at Corinella where 'one boat was delayed for several hours, reportedly, examining the shallows!!!'⁵⁴ This event was recorded for posterity in rhyme when it was published in the *Quarterly*.

However, not all stories published in the *Quarterly* dealt with the amazing or the distant. Phil Dunstan recounted the story of the time he met Dave 'Kelpie' Casement, a man who ran boats out of Mallacoota in East Gippsland, recalling the weekly Gabo mail run which included 'scaring the hell out of us all when he "surfed" the notorious Mallacoota bar.'⁵⁵ Dave was also a poet and recorded in poetry the deeds of 'Old Bob' – a local sailor who didn't accept state custom duties in the days before Federation in 1901 and was involved with the smuggling trade between the states. Dawn Lord was another who took up poetry to describe the unfortunate event of the broken head pipe that 'whipped and sprayed and snaked, and that's how he came to be caked' and destroyed the relationship of 'a doctor & boat builder sublime'. 'And to this day, they're seen afloat, Though never in the same bloody boat!'⁵⁶

The squadron continued to lend out its facilities to community and council groups who were in need of an area for their activities but in this case the request came from an unusual quarter.

A while ago we had a four legged visitor from Customs and Boarder Protection. As part of their training, they are required to search many different areas. Some members were approached to make their boats available to be searched. It was very interesting to hear the reports of how the dog clambered over the boats looking for anything suspicious! I am pleased to report that the boats were given the all clear much to the owner's delight.⁵⁷

YACHT RACING – Division 1

'This year's Summer series (2010-2011) for keel boats has started off well with good fleets and some new starters.'⁵⁸ Conditions in the first three races varied from perfect in the first race to strong 28-knot winds in the second with race three cancelled because of bad weather. Race 4 started off well with a light north-westerly wind but was then beset by a strong southerly which resulted in 'some unusual Spinnaker recovery exercises which provided amusement for the onlookers and panic on the

yachts.⁵⁹ Ray Frith and his crew sailing *Make My Day* were photographed 'trying a new tactic of "kite sailing". They were fortunate enough to retrieve their spinnaker, not like *Circe* who had to cut the spinnaker halyard to free theirs.⁶⁰ And typical of the varying conditions Race 5, which was also the first of the triangular series, started off with a lack of wind, a delayed start and then confusion as to when the start was to occur with the result that five boats broke the start and were recalled. Ultimately, Newhaven Yacht Squadron was pleased with itself because traditionally it did not do well in the first race yet in this case they took eight of the first ten places including first and third. Light conditions prevailed for the next two races with the sixth being cancelled and the seventh, also the third of the triangular series, sailed in light variable winds that split the fleet wide apart. The smaller boats took advantage of the inshore course but lost this advantage when a wind shift occurred and the rest of the fleet caught up, resulting in 'almost like having a second start with lots of jostling at the mark. *Stormalong* was the exception. They led from the very beginning and seemed to avoid the varying conditions. They lived up to their name and stormed home to take line and handicap honours for Cowes.⁶¹ The resail of the sixth race, and second of the triangular series, typically occurred in strong winds, with some boats recording 40-knot winds at the start, and rough seas that challenged skippers and crews to the maximum.

The following year, races were equally well supported and competitive. They were also subject to very contrary weather conditions, some even within the same race.

Race 4 was an interesting race with the Officer of the Day setting a course to the Hydrology Pole. A storm cell went through the fleet complete with thunder and lightning. The boats at the front of the fleet reported winds up to 28 knots while those toward the rear suffered wind of up to 48 knots and then were becalmed after the storm had passed. Two yachts tore their mainsails and were forced to retire. Fortunately everyone arrived home safely with a story to tell.⁶²

That Summer season no races were cancelled and all races were well supported, often having up to fifteen competing yachts. 'Race 8 saw high winds and challenging conditions, a fitting way to complete the Summer Series with *Circe* handling the conditions best to be victorious on the day.'⁶³ The Winter season of 2011/2012 was equally well supported with up to eighteen highly competitive entrants in some races resulting in close and exciting finishes. 'In Race 2 all the boats were heading to the finish line carrying spinnakers when the wind change hit. Spinnakers were quickly replaced with head sails and yachts had a tacking duel to the finish, pushing a very strong tide. The morning of Race 3 saw high winds that abated slightly throughout the race. *Hermitage* had lead for most of the race...with *Circe* gaining quickly. *Circe* managed a final burst of speed to just cross the line first. Race 4...saw light winds which eased as the yachts approached the finish. Many boats had difficulty with the tide and one boat even drifted across the line backwards!!'⁶⁴

Sailing was now so popular that plans were made to bring back the Waratah Bay race, which had been dropped from the sailing calendar a few years previously due to lack of entries. The single-handed race was also increasing in popularity and, following member requests, a second single-handed race was planned for season 2012/2013. With this increase in activity 'starting with the first Winter Series Race the Club is moving forward and will be adopting "Top Yacht"'.⁶⁵ With Rob Wilson's retirement from the position of rear commodore, Pauline Draper took up this post and 'passed the "handicapping" baton over to Andrew Purnell...A big thank you goes to Pauline who has done an excellent job as our handicapper for the past few years.'⁶⁶ The squadron recognised that the onerous

task of handicapping could no longer be the responsibility of one person. The decision was then made to purchase Top Yacht, a Windows-based handicapping software program, which once set up could be operated by a number of different people while still producing reliable and consistent results.

The sales blurb that comes with the program states that it is able to offer evidence as to why a handicap changes;...and, for the competitive skippers (and I am sure in our Club we have no-one who fits this bill!!) it can produce statistical evidence of how skippers are performing against their handicap, in both tabular and graphical format, which is easily understood and can be printed out for the individual to take home to analyse.⁶⁷

This Australian program, which had been on the market since 1997 and used by some World Titles races, is now used by up to one hundred and fifty clubs around the country. In answer to 'the important questions...' "Will it give me a better handicap? Will I win more races? and of course the eternal complaint "My handicap is too high". The answer to all the above is basically No, No and No!!! This system is designed to benefit those sailors who sail above their handicap, and in other words, those who sail their boat well!⁶⁸ However, to ensure that concerns were kept to a minimum, the squadron planned to run the new system concurrently with the old system over the 2011/2012 season having Top Yacht fully operational from the 2012/2013 season. 'Andrew Purnell and his team have spent a lot of time setting the program up and running the results from some of our previous seasons. This software is now ready to go live so we will start the Winter Series using Top Yacht.'⁶⁹

The speciality races were equally popular. 'Twelve brave skippers fronted up for the single-handed race. After three attempts and forty minutes delay due to light winds a start was achieved. Within minutes of the start the wind built up to 20 knots and the battle was on. Half way through the first leg rain started to pour down and from the clubhouse the yachts were lost from view. All skippers persevered through the difficult conditions and arrived home safely.'⁷⁰ Skipper Anthony Huther in *Genie* took line honours. Andrew Purnell (*Coeyanna*) won on corrected time.

The Lyle Williams around Phillip Island Race is one that all skippers and crews, including myself look forward to each year. When the day arrived we were greeted by rough and blustery conditions. However we still had nine keen entrants. On the way to the start line I had a discussion with my crew about the conditions, and I decided that we would withdraw from the race and compete in the less challenging ½ Phillip Island Race. Following my decision three other crews also decided to sail in the ½ Phillip Island Race, leaving 4 boats to sail around the Island. I understand it was quite an ordeal...⁷¹

The ordeal Rob Wilson alluded to was high winds and six-metre swells. The race was won by the appropriately named *Dolphin*, skippered by Peter Brown. For the Ladies Race of 2011 the conditions were also not ideal with wind gusts of twenty knots. 'However not to be put off some serious and competent ladies with their crews hit the water. The gloves were off! As OOD I watched for what seemed an eternity whilst these determined crews completed the course without mishap. Well done to Tanys Boschma on Hunters Moon who took Line and Handicap Honours in her first race in their new boat.'⁷²

In spite of intermittent showers, the 2011 Three Humps race saw the highest number of runners and boats participating for a long time. The last race was finished in pouring rain that eased in time so that all could enjoy the well-earned traditional barbeque and refreshments. In 2012, Mark Cassar brought a work colleague, and unbeknownst to him a dark horse-runner, Julian Cook, to join the fun of the race.

We got the second run started. This leg took the runners through Rhyll inlet and up to Conservation Hill (It should be noted that Julian ran past the turn around point, probably running another kilometre, before Kellie located him and got him back on track). The question was put to Mark Cassar "Where did you get this runner?" Mark replied "we had no idea he could run?????"⁷³

Not surprisingly, Mark Cassar and the crew of *Slipstream* carried the day.

The sailing season concluded with the Night Race. There was little wind all day and the race looked as though it may turn into a drifter but the wind increased and conditions were perfect for night sailing. 'It was great to see a couple of our boats that have never won trophies before taking out places.'⁷⁴ The newcomers in the top three places were *Laffin* (Kon Cili), *Tondelao* (Florian Andrighetto) and *Mintaka* (Kevin Holt).

YACHT RACING – Division 2

'The dinghy aggregate series is progressing well with some newcomers in Division 1 putting the old hands under pressure. One outstanding feat worthy of note was Craig Baker who managed to bottle 9 times in one day that must be some kind of record.'⁷⁵ Participation was high so racing was held in two divisions. Even though more safety boats were required, members freely gave of their time. Each dinghy season started with two free training days run by a Yachting Victoria coach, which allowed newcomers to experience dinghy sailing before participating in the season's dinghy series. This experience often translated into participation in races further afield. Six Newhaven members, Craig Baker and Matt Draper, Chris and Chelsea Wilson and Luke and Geoff Graham, formed a team to participate in the Inter Club Racing Regatta at Westernport Yacht Club, Balnarring Beach.

Our team sailed in the second race so was able to watch the first race to work out what they were expected to do! Craig asked Matt what the plan was with Matt answering "To Win!" At the end of the first race three boats changed crews and our team took to the water.⁷⁶

Ten races were run. Point Leo was the outstanding winner with Newhaven coming a creditable second. National titles were also in the sights of these junior sailors with Matt Draper competing in the 2011 Impulse National Titles and both he and his brother Rowan then competing in the Impulse State titles. In spite of mixed results, they learnt a lot and the results of their learning were seen later in the season when Rowan Draper closely challenged his brother. In 2012 their hard work paid off when Matt Draper became junior champion in the laser class at the National Titles. The squadron's Mirror fleet continued to grow with thirteen to fourteen dinghies racing each season. The annual rear commodore's report heralded changes to the upcoming 2012/2013 season: 'We are always looking at improving our programs and have made some changes in the Dinghy racing. We have planned to race two races per day with a total of 14 races scheduled for the season, instead of eight as in the past.'⁷⁷

FISHING

‘Summer’s strange weather has impacted on our fishing activities...’⁷⁸ Three years previously the competition had become more structured, occurring on the third Sunday of the month in the Summer season and bi-monthly over Winter. ‘This gave a lot more certainty and the feedback has been positive.’⁷⁹ Now the sub-committee had decided to base the annual fishing calendar on favourable tides and times through the year, with sign on and sign off to suit these improved times. Plans went ahead to publish the times and dates for the season in the *Quarterly*. The sausage sizzle would continue to be the traditional end of the day because ‘where else can you mingle with other keen fishers and club members whilst swapping stories and experiences?’⁸⁰ The year-round fishing competition, which commenced after Presentation Night, continued unchanged with the token \$5.00 entry fee on registration.

In late February Terry Sheppard from Pier 8 with a crew of supporters generously gave up their time to conduct another fishing clinic. It was the best clinic I have attended and Terry has certainly raised the bar. In the practical session lots of small mullet were landed from the Marina’s edge but the catch of the day went to Pommy Dave who landed a good sized Flathead.⁸¹

Unfortunately, the following year the fishing competitions were plagued by bad weather and this, along with the trend towards declining numbers in previous years, resulted in poor turnouts. In an attempt to improve interest the sub-committee developed a species-specific competition, the first one being a 24-hour snapper competition. The turnout for this was very good, possibly as it fell in the Jubilee year. Over the rest of the season, ‘unfortunately the weather wasn’t as kind to our fishermen and the first four Aggregate Competitions were cancelled due to bad weather. Entries were a bit low on the last two competitions and not very many fish were caught.’⁸² However, the inclement weather did not appear to deter interest in the second 24-hour snapper competition, which had a very good turnout of sixteen fishermen, including several junior members who landed thirteen snapper between them. Advice in the *Quarterly* may have nettled the interest of the squadron’s fishermen.

You can catch a big snapper in the middle of the day but it would normally be a lucky catch. The prime times are first light, last light and my own favourite, after dark...The fish prefer deeper water in the daylight. If you can go out after dark my personal favourite areas are reefy shallow water.⁸³

Interest in and support of the aggregate competitions had waned over the preceding years and there had been criticism about the way competitions were run, ‘The best way to make improvements is to come to the table with positive suggestions and then contribute in a supportive way. It’s as simple as putting your hand up to volunteer or asking to sit on a sub-committee and having your say...so if you want improvements either take action...or stop talking about it!’⁸⁴

SOCIAL EVENTS

The weather prediction was perfect and 50 plus members, and even a few non-members turned up bright and early to get stuck into the list of jobs to be done. Like an army of hard working ants they took to the garden, the maintenance yard, to painting, to cleaning marina pathways, to the Office and the meeting room – the list goes on.⁸⁵

By lunchtime on Open Day, with the clubhouse, marina and gardens were spick and span, there was little left to do but enjoy the food provided and the company of new and old members. The powerboat fleet never attended this event in great numbers.

I am not sure what we need to do to get more of the powerboat fleet involved in this time honoured tradition of presenting the fleet to the Commodore. It's a lovely bit of pomp and pageantry that I think is very important to keep going and it marks the opening of our boating season and ALL that it involves in a great way. The actual "Sail Past" tradition goes way back into Naval History as part of the preparation for battle. We of course don't intend to go to war but this timely tradition is still part of most boating clubs around the world and in our case is open to ALL boats and not just yachts.⁸⁶

Christmas festivities with Santa Claus and Christmas dinner followed. In 2011, the theme was red and gold with Debbie Anglim from Ozone Hotel Dalyston providing the meal. The following year, the Christmas decorations looked particularly spectacular, possibly because of the new lighting. 'The Christmas Dinner live band "First Class" were just that'.⁸⁷ But times were changing and 'over the past few years the number of children coming to visit Santa has been on the decline. Yes like all of us the littlies are getting older and moving on. So, Santa has asked us to free up his time so he can visit more children at this, his busiest time of the year.'⁸⁸ Reluctantly, the squadron agreed to this request but hoped to interest Santa in a return visit the following year.

We sailed out of the NYS marina as the New Year's eve party was in full swing at the club house and arrived here 36 hours later after a great (and our first ever) Bass Strait crossing. Our thanks for the yells of good wishes from the balcony as we motored out of our berth. The view back to the Island at Midnight with fireworks going off all over the place was great to see as we headed out past Woolamai.⁸⁹

While Kevin Holt and his family enjoyed the hospitality of Beauty Point in Tasmania, squadron members welcomed in the new year to the music of Andy Dennis ensuring that they did so with 'Good food, good company and good music to dance to.....a winning combination'.⁹⁰ The squadron's traditional New Year picnic at the quarry followed. 'With high temperatures predicted for the day, attendance was down a little. Those that did come along enjoyed a day of swimming, snorkelling and socializing. Rob and Jan Wilson provided us with a sunshade tent and a lovely breeze kept the temperature bearable.'⁹¹

Sunday 11th March 2012 was a perfect day to sit outside the clubhouse with friends and enjoy a wonderful afternoon of great weather, great company and great musicians. Over 60 people joined in the afternoon festivities and were entertained by Bern Carroll and Louise Woodward. The versatility of the duo was exceptional.⁹²

Music on the Lawn continued to be well supported, especially when the weather was balmy and the entertainment interesting. That afternoon in March, with Bern Carroll and Louise Woodward 'blending the exquisite sound of strings with rock-steady electric and acoustic guitars...with a voice that has been critically acclaimed worldwide',⁹³ all the ingredients were there for a great afternoon. Easter soon followed, and 'once again Sundari managed to find Easter Bunny and bring him safely to the clubhouse. It was standing room only and there must have been about 40 children all clambering to have a cuddle and receive their Easter egg. The fun continued outside with the Easter egg hunt,

whilst the adults watched from upstairs.⁹⁴ The following year, Rowan Draper, who had grown up with the tradition of Easter Bunny, became the guest of honour.

A big "Thank You" to Rowan Draper who assisted Easter Bunny on his recent visit to the club rooms. We promised Rowan that the children wouldn't sit in Easter Bunnies lap but they insisted and there were so many of them. No one was willing to come between children and chocolate!⁹⁵

Presentation or Trophy Night followed. In 2010/2011 George Reek was declared as Club Member of the Year and given the Allen Lapin award for his work designing and developing boat cradles for the maintenance yard. John Baragwanath had been busy writing during the year and he received that year's Furphy award for his submissions to the *Quarterly*. The following year, Sue Padgett received the Allen Lapin award for her 'tremendous effort to run the radio room during our yacht races. This is a very stressful job and Sue has risen to the challenge and runs a tight ship.'⁹⁶ Ex-editor, Val Salisbury, received the Furphy award for 'her informative and enjoyable articles on the voyage of DUET whilst cruising the Pacific.'⁹⁷

The season always ended on a high note with the squadron dinner. The 2012 one is memorable for the heavy rains that flooded vast areas of land and cut off many roads in the Gippsland area.

The Squadron "Rock n Roll party" got off to a very shaky start when Mother Nature decided to unleash the rain, resulting in the Bass Highway being closed and leaving some members unable to make it through on time. Those that made it, had a great evening with Big Al shaking the club rooms to the floor boards. He really is a very good local talent and the perfect "Rock n Roll" entertainer.⁹⁸

The social club team spent some time decorating the rooms to catch the theme of the night. Rosemary Biggs in particular worked hard and her wall of 'dancing silhouettes' raised the tone of the evening to something special. The sub-committee had fortuitously – given the floods – used Newhaven talent, The Big Wave Cafe, to cater for the evening so the food and staff had only to travel up the road for the fun to begin.

JUBILEE YEAR 2012

Next year is the Squadron's Golden Anniversary and planning is already underway to make this an event to remember. This is a significant milestone, marking 50 years of development, from a dream to a squadron and marina that is your club today.⁹⁹

Saturday 11 February 2012 was the day set aside for the Fiftieth Anniversary celebrations. To mark the jubilee year a special sailing event was planned in Division 1 yacht racing and in Division 2 dinghy racing. Distinctive jubilee trophies were to be presented to the winners during the Fiftieth Anniversary party on that day in February. The fishermen weren't forgotten.

To coincide with the Club's Golden Jubilee celebrations a special Fishing Competition was considered to mark the event. In my view there are two main species of fish that get our members excited – Snapper and Whiting. (Apologies to those 2 or 3 Pike experts. You know who you are!) Snapper won and it was decided to hold a 24 hour Snapper competition that would not clash with the other major Snapper competitions in the State. It was also decided that members could bring guests with them...As well as Trophies, which will be presented at the Golden Jubilee celebration in February, there were prizes for all entrants to try

and win, including a 'mystery weight prize' and a top of the range Okuma reel, with a retail value of over \$300 for the biggest fish.¹⁰⁰

'I watched the weather forecast nervously for a few weeks before, you just never know at that time of the year. But as Friday the 21st arrived it was just perfect for the 24 hours.'¹⁰¹ Registration commenced at 7.00 pm. Many registrants headed out to fish after completing their registration. Some stayed out all night while others motored back for a few hours sleep and then returned to the waters in the early hours of the morning. The organisers, Mark Johnson and Pauline, Matt and Rowan Draper, headed out themselves after ten o'clock in the evening once all Friday night entrants had been registered. 'The fish were there but getting them to bite was another matter. I was fortunate enough to get one decent fish but that was the only one between us. However Matt caught a fine Gummy but then hooked an Eagle Ray that ran through 'all' our lines causing the biggest tangle that you can imagine.'¹⁰²

Fishing proved to be variable over that twenty-four hour period, but the entrants weren't easily dissuaded and by Saturday evening, at the finish of the competition, twenty-three fish had been weighed in. Laughter and talk accompanied the food and drink at the barbeque.

There were a total of 63 entrants, a fantastic turn out...I'd also like to take this opportunity to thank the helpers, nobody could run an event like this without help. Pauline Draper for all her admin help, Rowan selling raffle tickets, Pat for the Barbeque and Noel for the bar. I'd also like to give special mention to Graham Turner who said he'd get local interest up and he certainly did. Special thanks to Wendy Shepherd, Pier 8, for presenting the prizes and Terry Shepherd for giving me all the prizes at almost cost which meant the winners went home very happy.¹⁰³

Rob Elvis won the Golden Jubilee Snapper Competition in the biggest fish category, as well as in the senior member section with a snapper of 3.559 kg. Junior member winner, Lachlan Smith, did extremely well bringing a snapper of 3.392 kg, the second heaviest to be weighed in. Tony Lombardo won the senior guest award catching a 2.368 kg snapper.

The second jubilee event to be held was for the dinghy sailors. Seven yachts competed in the first race and six in the second race of the Jubilee Dinghy Racing regatta held on 29 October 2011. 'As always there was some very close racing and the trophies were decided from the combined results of both races.'¹⁰⁴ Matt Draper in *Whirlwind* out-smarted competitors in both races. Toma Huther (*Moon Dog*) and Rowan Draper (*Stealth*) took second and third places in the first race and Sharon Van Lunteren (*Early Bird*) and Toma Huther (*Moon Dog*) took second and third places in the second race.

The third Golden Jubilee competition was for Division 1 sailors. The race was combined with the Commodore's Cup with the races finished at different lengths. Fifteen yachts competed and as usual there was some hot competition with the wind strengthening towards the end of the race.¹⁰⁵

Craig Baker in *Yasawa* won the Golden Jubilee Division 1 race on 3 December 2011. He was also the winner of the Commodore's Cup that year. *Katana* and *Déjà Vu* jostled for place settings in these two races with *Katana* coming second and *Déjà Vu* taking third place in the Golden Jubilee race. In the Commodore's Cup the boats swapped places with *Déjà Vu* second and *Katana* third.

The three competitions were a marvellous build up to the actual date itself. Expectations were high and the organising committee did not fail its members. The weather also came gloriously to the party so that the clubhouse and marina were bathed in sunlight and a gentle breeze fluttered the flags on the balcony and on the masts of the yachts and boats moored in the marina, adding the squadron's colours of dark blue, sky blue and red to the multi-hued clothes of those attending. It was standing room only in the main upstairs room and tardy members were forced to spill out into the entry hall, onto the balcony and outside upstairs patio to view the official ceremony and listen to the speeches.

Commodore Noel Street opened the proceedings, thanked committee members, squadron members and guests for attending and introduced the two guest speakers. The Honourable Ken Smith MP, Member for Bass, unveiled the commemorative plaque. His presence marked the long association that the squadron had with various members of parliament and Shire representatives, all of whom had helped the squadron achieve the successes that it was now celebrating.

The second guest speaker was Matthew Ingham, ex-commodore of the squadron and a current squadron member. His family's association with Newhaven went back to the fishing days and both he and various members of his family were part of the founding group of members.

It was wonderful to see members of the Talbot, Lacco and Fraser families who were all involved in the establishment of the Club. Our Founding Commodore Percy Fraser was represented by his sons Brian & Doug. We also had 5 former Commodores in attendance. They were Arthur Foster, Ken Stuchbery, Neville Harsant, Matt Ingham and Hamish Hughes.¹⁰⁶

Matthew Ingham's speech painted a picture of the early days at Newhaven and he identified himself as one of those who attended the meeting on 9 February 1962 when the motion was carried that brought the squadron into existence. 'I might just ask at this point if there are any others here today...who attended that long ago meeting in the Newhaven Hall? Ladies and gentlemen would you please acknowledge Stan & Shirley Broad, Bruce Talbot, Denis Talbot, John Mitchell, Doug Fraser & Brian Fraser.'¹⁰⁷ Matt Ingham also went on to acknowledge a former Cherub member. 'One of those competitive crews consisted of Ian Huther as skipper and the forward hand none other than our friendly local newsagent Terry Legg.'¹⁰⁸ Ingham's Golden Jubilee speech followed the history of the Newhaven Yacht Squadron using a thematic approach to identify the attributes that brought the club into being and that have kept it growing over the fifty years.

What I think was really significant about that resolution at the meeting was not just that it led to the formation of the squadron but that it was something that the community; local and part time residents came together and did as one. The founding committee, the membership and the squadron reflected the community from which it arose which I believe is a theme that lasts to this day. And I do not think that that link to the fishing industry was better typified than by some of the very first opening days held in the early 1960's when the foundation commodore the late Percy Fraser saluted the fleet from the deck of a local shark boat: the Margaret Wight.¹⁰⁹

Matt Ingham went on to explore the attributes of self-sufficiency, of getting whatever needed done with the resources and skills that were at hand, of the work of the early members, which they volunteered selflessly, an attitude that still continues today. And, just as the club's membership reflected the community's make-up, the club is, and always was, also part of the wider Bass Coast

community making its facilities freely available to the charitable community groups that reside in the Shire of Bass Coast. The club has also involved itself with community works by participating actively in a number of boating organisations in Western Port and at the state level. As a further example of its good citizen credibility, it continues to make its rescue resources available to those in need.

The final theme Matt Ingham touched on was that although the club's progress has been substantial, it was never at an onerous monetary cost to the membership; rather, it was through good financial management and considered decisions, which ensured that there were adequate reserves for future needs. 'This could only be achieved through the preparedness of the members to contribute their hard work and skills. The responsibilities of the office bearers are considerable but we have been fortunate that members have always come forward and taken on those responsibilities in an honorary capacity. This was the pattern established at the beginning and got us to where we are today. It keeps the benefits and privileges of membership accessible and affordable.'¹¹⁰

Apart from recounting the history of the squadron and the attributes of the members which have resulted in the squadron we have today, Matt Ingham considered what awaits the club and its membership in the future and where the Newhaven Yacht Squadron will be in another fifty years time by asking the question: 'With the baby boomers fast moving into the senior demographic of the membership how does our offer stack up compared to all the alternative attractions and distractions available to Generation Y?'¹¹¹ He ended his speech with the hope that some commodore in the future would bring back the tradition of taking the Opening Day salute from a professional fishing boat, thus bringing the squadron full circle back to its founding roots.

To further celebrate the fifth anniversary, each guest was presented with a 'jubilee bag' which contained (amongst other things) a commemorative badge and a set of wine glasses emblazoned with the squadron's burgee and carrying the words 'Newhaven Yacht Squadron 1962-2012 50th Anniversary' etched into the glass. A special souvenir edition of the *Quarterly* was also published recording the events of the day and recognising

'the true heroes of the Club are the members who freely volunteer their time.'¹¹²

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- ¹ Kon Cili interview with Wanda Stelmach, January 2009; Variety Challenge, 2009; NYS Quarterly, Winter 2009; The Variety Splash, 2010; NYS Quarterly,, Spring 2010
 - ² Elbert Hubbard, Philanthropist
 - ³ Kevin Holt, Vice-Commodore, Marina & Building Planning Committee Notes 2013
 - ⁴ Ibid
 - ⁵ Kevin Holt, Commodore, NYS Quarterly, Autumn 2011
 - ⁶ Ibid
 - ⁷ Kevin Holt, Vice-Commodore, Marina & Building Planning Committee Notes 2013
 - ⁸ Kevin Holt, Vice Commodore, NYS Quarterly, Winter 2011
 - ⁹ Neil Stewart, Member NYS, NYS Quarterly, Winter 2012
 - ¹⁰ Ibid
 - ¹¹ Kevin Holt, Vice Commodore, NYS Quarterly, Winter 2011
 - ¹² Kevin Holt, Vice Commodore, NYS Quarterly, Winter 2012
 - ¹³ Ibid
 - ¹⁴ Kevin Holt, Vice Commodore, NYS Quarterly, Autumn 2011
 - ¹⁵ Adele Harvey, Member NYS, NYS Quarterly, Spring 2012
 - ¹⁶ Ibid
 - ¹⁷ Kevin Holt, Vice Commodore, NYS Quarterly, Spring 2012
 - ¹⁸ Ibid
 - ¹⁹ Kevin Holt, Vice Commodore, NYS Quarterly, Spring/Summer 2011
 - ²⁰ Kevin Holt, Vice Commodore, NYS Quarterly, Spring 2012
 - ²¹ Kevin Holt, Vice Commodore, NYS Quarterly, Winter 2012
 - ²² Kevin Holt, Vice-Commodore, Marina & Building Planning Committee Notes 2013
 - ²³ Ibid
 - ²⁴ Ibid
 - ²⁵ Ibid
 - ²⁶ Ibid
 - ²⁷ Noel Street, Commodore, NYS Quarterly, Autumn 2011
 - ²⁸ Phil Dunstan, Training Officer, NYS Quarterly, Spring/Summer 2011
 - ²⁹ Phil Dunstan, Training Officer, NYS Quarterly, Winter 2011
 - ³⁰ Phil Dunstan, Training Officer, NYS Quarterly, Winter 2012
 - ³¹ Phil Dunstan, Training Officer, NYS Quarterly, Spring/Summer 2011
 - ³² Phil Dunstan, Training Officer, NYS Quarterly, Summer 2012
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 - ³⁴ NYS Quarterly, Spring 2012
 - ³⁵ Jeff Shawcroft, Member NYS, NYS Quarterly, Autumn 2012
 - ³⁶ Kerry Pratt, Course Participant, NYS Quarterly, Summer 2012
 - ³⁷ Phil Dunstan, Training Officer, NYS Quarterly, Spring 2012
 - ³⁸ Pauline Draper, Boating Secretary, NYS Quarterly, Autumn 2011
 - ³⁹ Noel Street, Commodore, NYS Quarterly, Spring/Summer 2011/12
 - ⁴⁰ Phil Dunstan, Training Officer ,NYS Quarterly, Spring/Summer 2011/12
 - ⁴¹ Noel Street, Commodore ,NYS Quarterly, Autumn 2012
 - ⁴² Peter Watson, Member NYS, NYS Quarterly, Spring/Summer 2011/12
 - ⁴³ Matt Ingham, Member NYS, NYS Quarterly, Summer 2012
 - ⁴⁴ Ibid
 - ⁴⁵ Jan Wilson, NYS Quarterly, Winter 2011
 - ⁴⁶ Rob Wilson, Rear Commodore, NYS Quarterly, Autumn 2011

47 Jan Wilson, Member NYS, NYS Quarterly, Winter 2011
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49 Mim Kershaw, Member NYS, NYS Quarterly, Autumn 2011
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53 Derrick Kershaw, Member NYS, NYS Quarterly, Winter 2012
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55 Phil Dunstan, Training Officer, NYS Quarterly, Winter 2012
56 Dawn Lord, Member NYS, NYS Quarterly, Spring/Summer 2011/12
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60 NYS Quarterly, Autumn 2011
61 Rob Wilson, Rear Commodore, NYS Quarterly, Winter 2011
62 Pauline Draper, Rear Commodore, NYS Quarterly, Autumn 2012
63 Pauline Draper, Rear Commodore, NYS Quarterly, Winter 2012
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66 Ibid
67 Andrew Purnell, Boating Secretary, NYS Quarterly, Spring/Summer 2011/12
68 Ibid
69 Pauline Draper, Rear Commodore, NYS Quarterly, Winter 2012
70 Rob Wilson, Rear Commodore, NYS Quarterly, Summer 2010
71 Rob Wilson, Rear Commodore, NYS Quarterly, Autumn 2011
72 Rob Wilson, Rear Commodore, NYS Quarterly, Winter 2011
73 Andrew Purnell, Boating Secretary, NYS Quarterly, Winter 2012
74 Pauline Draper, Rear Commodore, NYS Quarterly, Winter 2012
75 Rob Wilson, Rear Commodore, NYS Quarterly, Autumn 2011
76 Sue Purnell, Member NYS, NYS Quarterly, Winter 2012
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79 Jeff Nottle, Boating & Angling, NYS Quarterly, Autumn 2011
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85 Kevin Holt, Vice Commodore, NYS Quarterly, Summer 2012
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87 Mim Kershaw, Social Secretary, NYS Quarterly, Autumn 2012
88 Mim Kershaw, Social Secretary, NYS Quarterly, Summer 2012
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